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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXI.

CHICAGO, ILLINOIS, JULY 15, 1902.

No. 1.

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SINGLE COPY, TEN CENTS.

C. B. VAN NESS.

L. B. WILSON.

# VAN NESS & WILSON,

Commission Merchants.

**GRAIN AND PROVISIONS,**

609 and 610 Rialto Building,

**CHICAGO.**

**Solicit Your Account.**

Members Chicago Board of Trade.

Reference, Corn Exchange National Bank.

**MORE  
SALEM BUCKETS**  
*Used Than Any Other.*



Write for Catalog and Prices.

**SKILLIN & RICHARDS MFG. CO.,**

127-147 FULTON STREET, CHICAGO.

MANUFACTURERS AND FURNISHERS OF ALL KINDS OF

**ELEVATOR MACHINERY,**

POWER TRANSMISSION, ETC.

COMPLETE OUTFITS.

MINNEAPOLIS.

ST. LOUIS.

MILWAUKEE.

Consignments and  
future orders  
intrusted to us will  
receive the  
best attention.

**L.H. Hanson & Co**  
**GRAIN & PROVISIONS**

**H. M.  
PAYNTER,**

In Charge of Cash  
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LONG DISTANCE TEL.  
HARRISON 1925

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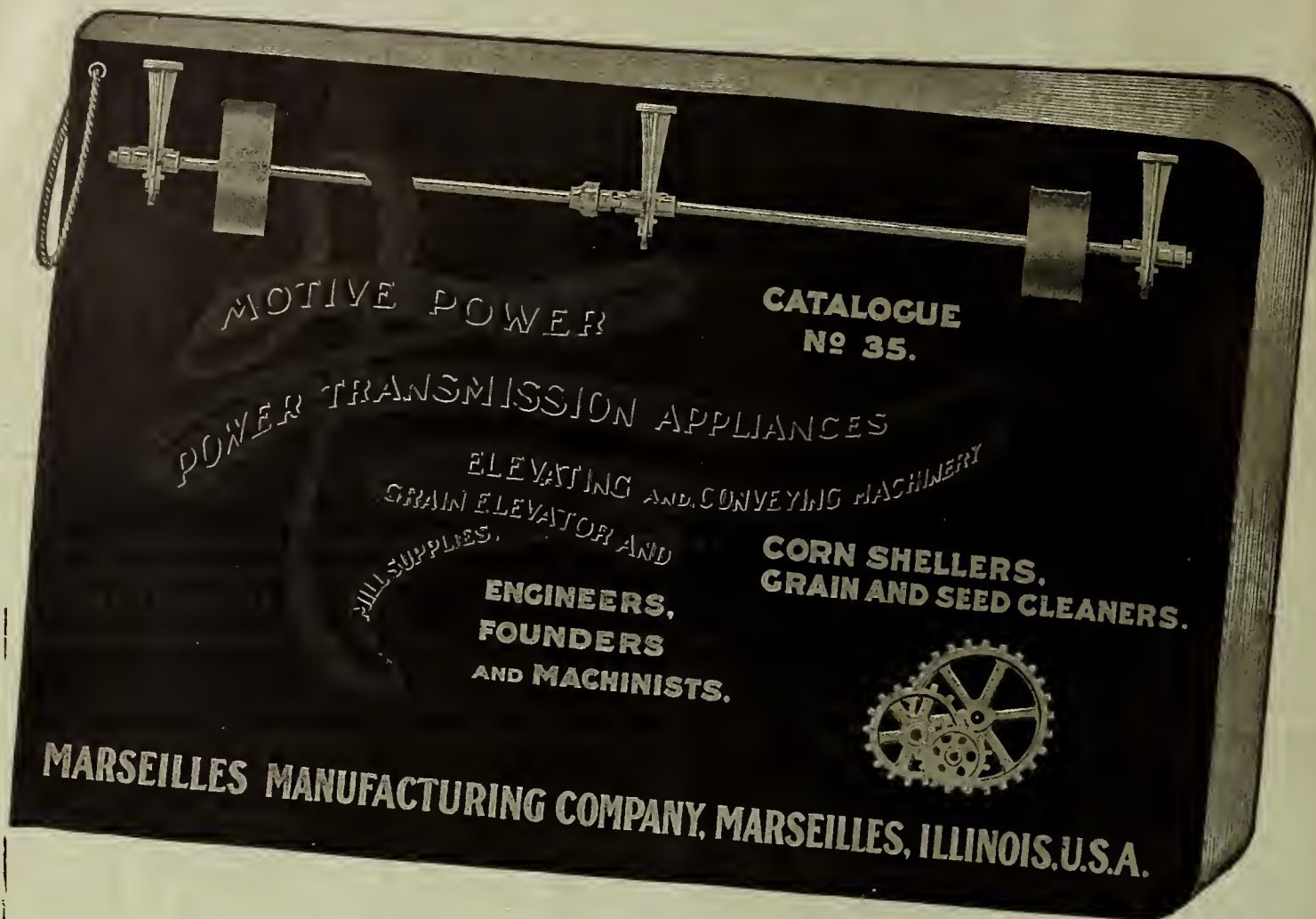
MEMBERS CHICAGO BOARD OF TRADE.



# Send for it Before Building, Remodeling or Repairing.

WE MAKE  
TIN MILL  
STEEL GRAIN,  
STEEL EAR-CORN,  
BUFFALO,  
RIALTO,  
AND  
SALEM  
ELEVATOR  
BUCKETS.

WE ARE  
HEADQUARTERS  
FOR  
EVERYTHING FOR  
GRAIN HANDLERS.



BRANCH HOUSES AT PEORIA, KANSAS CITY, COUNCIL BLUFFS AND CEDAR RAPIDS.

## SMITH'S

### Automatic Warehouse and Elevator Machinery.

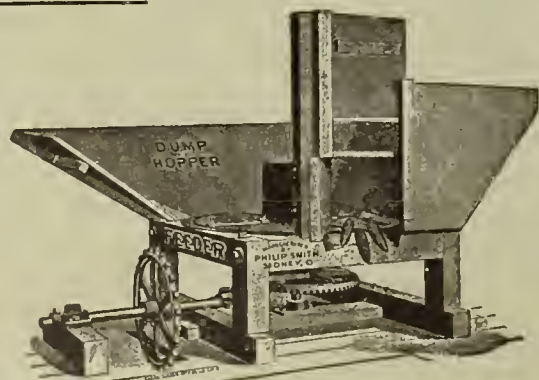


I have given the building of Warehouse and Elevator Machinery my special attention for the past thirty years and claim to furnish the most complete, convenient and labor saving machinery that can be constructed, and will furnish plans and specifications on application for a complete automatic warehouse.

The accompanying cut is an exact representation of my

#### Latest Improved Overhead Dump

Which can be operated with ease, safety and speed, and we think that you will find that this dump embodies all the features required, without an objectionable point, and is within the reach of all grain men. This dump can be placed on a level floor, and is so constructed by a double gear that it can be operated by a boy.



THE MARQUIS PATENT

### Ear Corn Elevator and Sheller Feeder.

Feeder will feed corn from the dump to the elevator or sheller with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dump now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction. Prices furnished on application.

Agents Wanted to Sell Our Full Line of Corn and Elevator Machinery.

PHILIP SMITH, Sidney, Ohio.

## PATENT STRETCHED ELEVATOR BELTING.

Write  
For  
Prices.



Will  
Give You  
Prompt  
Attention.

THE GUTTA PERCHA AND RUBBER MFG. CO.,  
96 AND 98 LAKE STREET, CHICAGO.

## THE LINK-BELT MACHINERY CO.

ENGINEERS, FOUNDERS, MACHINISTS,  
CHICAGO, U. S. A.

### GRAIN ELEVATOR MACHINERY


INCLUDING



Belt Trippers,  
Power Shovels,  
Spouts, Buckets, Boots,  
Machine Molded Rope  
Sheaves,  
Shafting, Pulleys,  
Shaft Bearings,  
Gearing,  
Friction Clutches, Etc.

LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.




 A black and white illustration of Chief Powhatan and Captain John Smith. Chief Powhatan, on the left, is a Native American man with a feathered headdress, holding a large ear of corn. Captain John Smith, on the right, is a European man with a beard and a hat, holding a chain. They are facing each other in a trade-like gesture.
 

## THE FIRST BIG GRAIN DEAL

in North America was made between Chief Powhattan and the famous Captain John Smith.

Captain Smith bought the Food Stuff and distributed it among the citizens of Jamestown.

And what he did 300 years ago we are doing today, but on a larger scale. Like Captain Smith we buy grain and distribute it. We handle it in large quantities. Grain trading is our specialty.

The farmer grows grain—we buy it and sell it and transport it. The Miller grinds it. The nations eat it.

All the latest devices that skill and capital can invent (to facilitate the storage and distribution of grain) are in daily use by us. Our New

### IRONDALE ELEVATOR A

is built fire-proof and dust-explosion proof. It keeps the grain at all times in one uniform condition. **But** to the point—

**DO YOU WANT TO BUY WHEAT ?**

**DO YOU WANT TO SELL GRAIN ?**

In either case we want to hear from you—by mail, telegraph, telephone or personally.

We will give you all the market allows or we will sell you grain upon the very lowest possible margins. We handle large quantities and can sell you in any quantity desired, **therefore** we can give you the very best terms.

# J. Rosenbaum Grain Co.

CHICAGO, ILLINOIS.



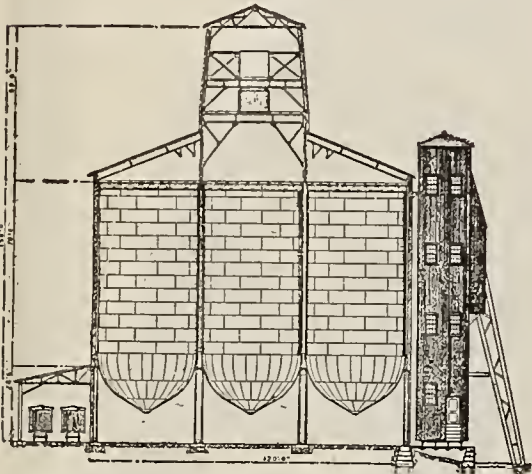
# Riter-Conley Mfg. Co.,

MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,  
Steel Buildings,  
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Steel Construction of  
Every Description,

Designed,  
Furnished and  
Erected in  
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LONG-DISTANCE TELEPHONE CONNECTIONS.

# Dodge Manufacturing Co.

ENGINEERS, FOUNDERS, MACHINISTS,

Main Office and Works, Mishawaka, Ind., U. S. A.

Branches: CHICAGO, BOSTON, NEW YORK, CINCINNATI, ATLANTA, GA.,  
LONDON, ENG.

MANUFACTURE A COMPLETE LINE OF

## GRAIN ELEVATOR MACHINERY

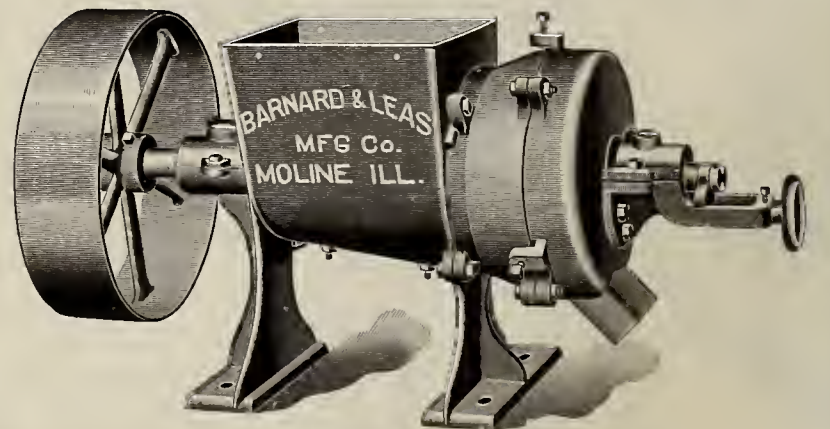
Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs, Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

The following Grain Elevators, under construction or in operation, are among those recently equipped:

Illinois Central R. R., New Orleans, La.,	- capacity, 1,200,000 bu.
Northern Grain Co., Manitowoc, Wis.,	- " 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	- " 750,000 "
Botsford & Jenks, Meaford, Ont.,	- " 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	- " 1,000,000 "
D. H. Stahr Grain Co., Hammond, Ind.,	- " 600,000 "
Electric Steel Elevator, Buffalo, -	- " 1,200,000 "
McReynolds & Co., Hammond, Ind., -	- " 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	- " 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	- " 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	- " 1,500,000 "
Chicago-O'Neil Grain Co., South Chicago, Ill.,	- " 750,000 " etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

# Coarse Grinding



Barnard's Ear Corn Crusher will do the work. This machine is intended to rapidly crush corn and cobs for coarse feed or prepare them for further reduction on buhr stone or other grinding mills.

For convenience in operation, strength, simplicity and uniformity and efficiency of work, it has no superior.

We also make Willford's Light-Running Three-Roller Feed Mill, Barnard's Perfected Separators, the Victor Corn Sheller, the Cornwall Corn Cleaner, and a complete line of Scourers, Oat Clippers, etc.

# BARNARD & LEAS MFG. CO.

WE MAKE OR FURNISH  
EVERYTHING NEEDED  
IN THE ELEVATOR LINE

Builders of Elevators and Elevator Machinery

3 3 3 MOLINE, ILLINOIS



# FAIRBANKS MORSE & CO.

## GAS AND GASOLINE ENGINES

STATIONARY  
PORTABLE and  
MARINE



CHICAGO, ILL., U.S.A.  
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F M C

FAIRBANKS-MORSE  
22 HP

## TWO GREATEST POWERS ON EARTH



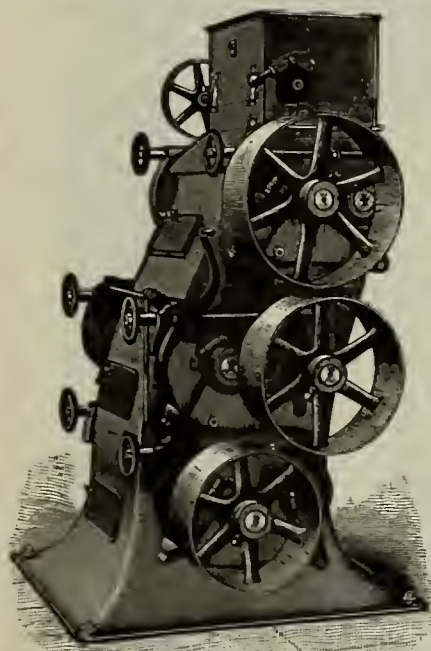
## Our Factory

Is very full of work, mostly on orders for Grain Elevator Machinery. It takes a good many orders to keep us going, as our machine shop seems to have a tremendous appetite for all kinds of raw material. Let us figure with you on the machinery for your new elevator or any additions to your present house.

Send for our General Catalog.

STEPHENS-ADAMSON MFG. CO.,  
Main Office and Works, Aurora, Ill.

STEPHENS & TYLER, Chicago Agents,  
Monadnock Building, Tel. Harrison 2766.



3-PAIR-HIGH, SIX-ROLLER MILL.

## CUSTOM WORK!

UTILIZE YOUR POWER  
BY OPERATING A GOOD MILL FOR GRINDING

**...FEED AND MEAL...**  
—IT PAYS—

WE MANUFACTURE  
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.  
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.  
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,  
...And...  
PORTABLE FRENCH BUHR MILLS,  
85 Sizes and Styles.  
SEND FOR BOOK ON MILLS.



VERTICAL  
UNDER RUNNERS,  
UPPER RUNNERS,  
PULLEY AND GEAR DRIVES.

## ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

## DUST COLLECTORS (Tubular, Automatic).

### CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

CORRESPONDENCE SOLICITED.

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FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.

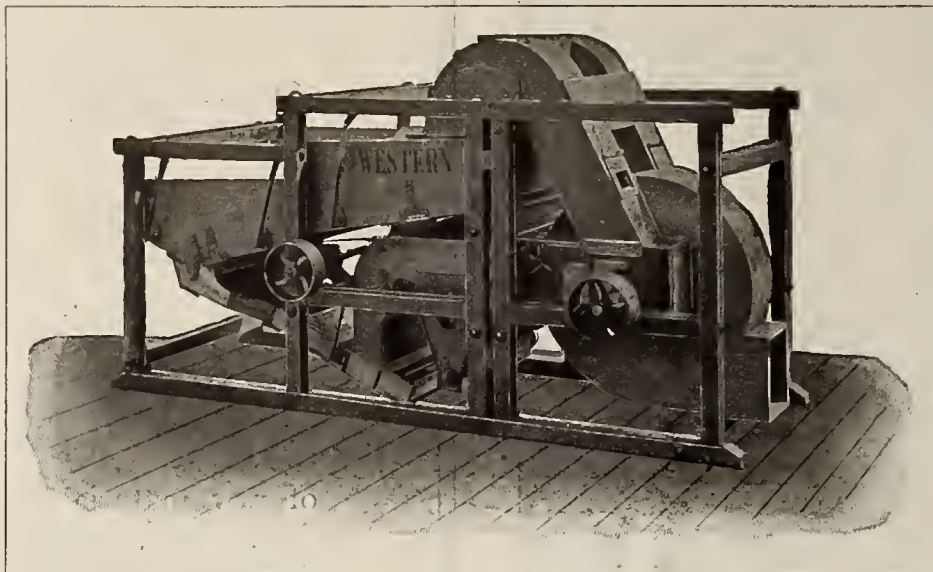


# The Western Shaker Cleaner

CORN  
CLEANER

WHEAT  
CLEANER

OATS  
CLEANER



ADJUSTABLE  
SCREEN

LARGE  
CAPACITY

PERFECT

W. R. BRECKENRIDGE,  
OTTERBEIN ELEVATORS  
A AND B.  
E. V. GOUGAR, LOCAL MGR.

OTTERBEIN, IND., Mar. 4th, 1902.

The Union Iron Works, Decatur, Ill.

Gentlemen: We are using one of your largest size Shaker Cleaner and find it by far the best cleaner on the market. In fact, we hunted for ten years to get a cleaner that would do the work and found it in the "New Western." I would advise the use of the "Western" to all elevator men.

Yours truly, E. V. GOUGAR, Manager.

WRITE FOR FULL DESCRIPTION  
AND PRICES TO

UNION IRON WORKS, Decatur, Ill.

## THE LITTLE GIANT WAGON DUMP AND ELEVATOR.



The latest improvement in grain conveying machinery, having less parts to wear, less weight to handle; in fact, the **cheapest** and **most practical device** ever invented for handling all kinds of grain. For capacity, simplicity and durability the "LITTLE GIANT" leads all the rest.

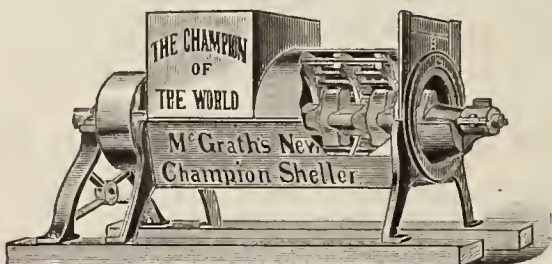
MANUFACTURED AND SOLD BY

**J. F. WHITE & CO.,**  
BRANCH:  
BLOOMINGTON, ILL. RACINE, WIS.

**R. H. McGRATH,** LA FAYETTE, IND.

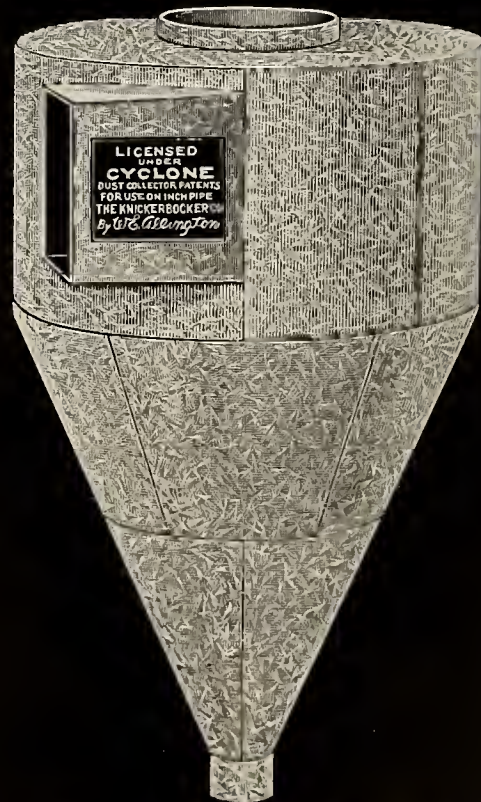
MANUFACTURER OF

Steam Engines  
and Boilers,  
Mill Gearing  
and Machinery  
of all kinds,  
Foundry and  
Machine Work.



McGrath's  
Champion Iron  
Corn Shellers  
for  
Warehouses,  
McGrath's  
Grain Dumps.

## CYCLONE DUST COLLECTOR



**THE KNICKERBOCKER CO.**  
JACKSON, MICH.

## SEEDS

THE ALBERT DICKINSON CO.

GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS,  
PEAS, POP CORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC.  
OFFICES, WEST TAYLOR ST., AND THE RIVER, CHICAGO



# JUST EXACTLY

WHAT YOU SHOULD HAVE TO OPERATE IN CONNECTION WITH YOUR ELEVATOR.

## Columbus Combination Flour Mill

A FLOUR MILL COMPLETE IN ONE FRAME.



CAN be set up in an unused corner of your elevator, as it only requires a space 9 x 9 x 15 feet.

\*\*\*

A complete 30-bbl. mill at an exceedingly low cost.

\*\*\*

All working parts in plain view from one floor.

\*\*\*

Easily adapted to milling buckwheat.

OF SPECIAL CONSTRUCTION THROUGHOUT. THOROUGHLY TESTED AND WE GUARANTEE IT.

FURTHER INFORMATION FOR THE ASKING.

**The Case Manufacturing Company,**  
COLUMBUS, OHIO.

Flour Mill Builders and Furnishers.

Elevator Supplies.



# Conveying, Elevating and Power-Transmitting Machinery

## H. W. CALDWELL & SON CO.

### GENERAL MACHINISTS,

Western Avenue, 17th to 18th Streets, Chicago, Ill.

Eastern Sales and Engineering Office, R. 410, 95 Liberty St., New York, N. Y.

Southeastern Sales and Engineering Office, R. 411 Prudential Bldg., Atlanta, Ga.

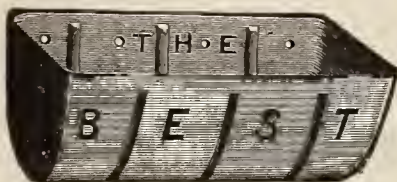
Southwestern Sales and Engineering Office, R. 202 Trust Bldg., Dallas, Tex.

## CALDWELL HELICOID CONVEYOR.

Specialties for  
Grain Elevators and Mills.



THE ONLY PERFECT SPIRAL  
CONVEYOR; with Flight of One  
Continuous Strip of Metal.



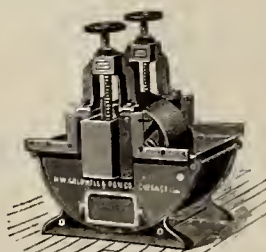
CALDWELL CORRUGATED SEAMLESS  
STEEL ELEVATOR BUCKETS.

LINK BELTING.  
SPROCKET WHEELS.  
COTTON BELTING.  
RUBBER BELTING.  
LEATHER BELTING.  
BELT CLAMPS.  
POWER GRAIN SHOVELS.  
ELEVATOR BOLTS.  
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FRICTION CLUTCHES.  
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GEARING (all kinds).  
GRAIN SCOOPS.  
ELEVATOR BOOTS.  
COGSWELL MILLS.  
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PERFORATED METALS.

PILLOW BLOCKS.  
IRON PULLEYS.  
WOOD PULLEYS.  
SHAFTING.  
SET COLLARS.  
SWIVEL SPOUTS.  
TAKE-UP BOXES.  
TURN HEAD SPOUTS.  
WIRE CLOTH.

Elevator  
Boot.



OUR NEW CATALOGUE No. 26 (440 PAGES, CLOTH BOUND) WILL BE SENT UPON APPLICATION.

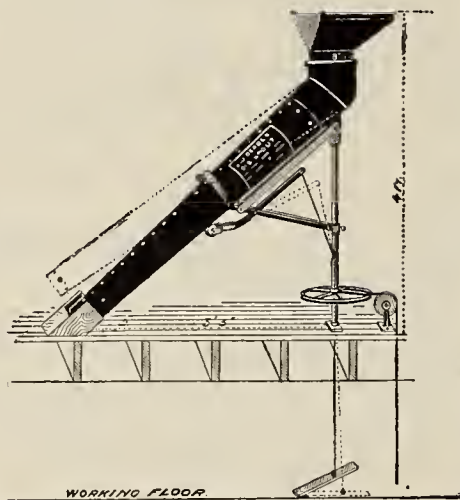
## THE GERBER IMPROVED DISTRIBUTING SPOUTS

Are in good demand this season. Try one, and  
you will have no other.

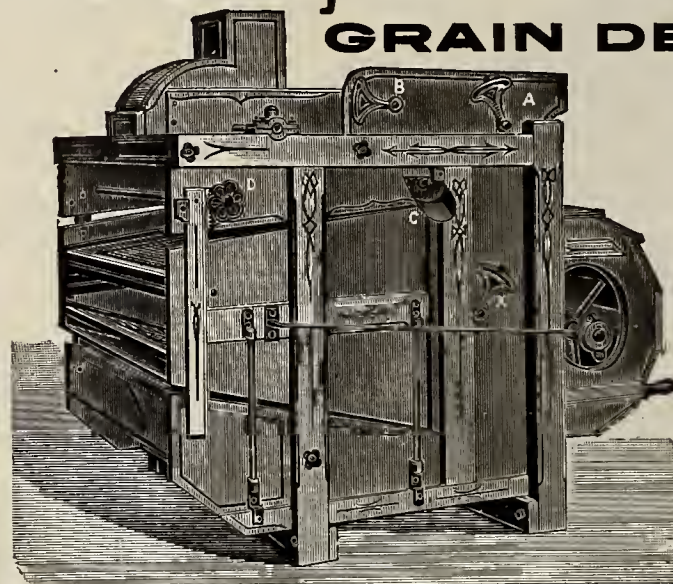
Patented May 15, 1900, Feb. 18, 1902.

Beware of Infringement.  
Elevator Spouting a Specialty.

JAMES J. GERBER,  
Minneapolis, Minn.



## A. P. Dickey Giant Grain Cleaners. GRAIN DEALERS



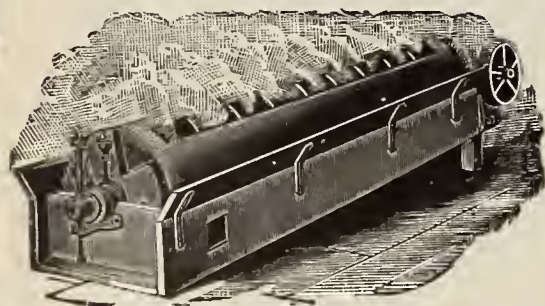
who want a cleaner  
that will clean,  
buy the

DICKEY  
DUSTLESS  
OVERBLAST  
SUCTION  
SEPARATOR.

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

Write DICKY MFG. CO., RACINE, WIS.

## WHY NOT USE THE ORIGINAL CUTLER STEAM DRYER,



Which is also a successful

Wheat Heater or Temperer  
or Dryer for Washed  
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry  
Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying  
CORN MEAL AND HOMINY,  
BREWERS' GRITS AND MEAL,  
BUCKWHEAT, RICE AND  
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double  
the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

## MILL OWNERS' MUTUAL FIRE INSURANCE CO. DES MOINES, IA.

Insures Mills, Elevators, Warehouses and  
Contents.

Oldest Flour Mill Mutual in America.

SAVED TO MEMBERS  
NEARLY \$1,000,000.

J. G. SHARP, Secy., Des Moines, Ia.

## INSURANCE

ON GRAIN ELEVATORS  
AND CONTENTS

Is furnished at cost by the

MILLERS' NATIONAL INSURANCE CO.,  
of Chicago.

It is a Mutual Company which insures  
more mills and grain elevators than any  
other company in the United States.

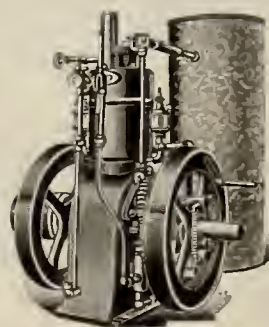
It has been in business 26 years and its  
average annual cost for insurance to mutual  
policy-holders has been about one-half  
of the board rates of stock companies.

It had admitted assets, January 1, 1901,  
of \$2,828,533 69, and a net cash surplus  
over all liabilities of \$472,753.43.

The same conservative management  
which has directed the Company's affairs  
all through its prosperous existence will  
be continued.

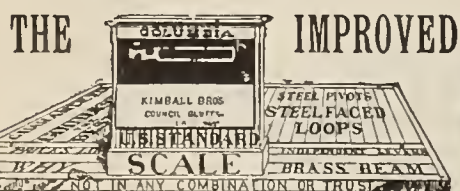
Before placing your insurance, write to  
the Company at No. 205 La Salle Street,  
Chicago, for a copy of the circular and  
statement, which fully explains the Company's  
method of insuring your class of  
property on the mutual plan. If your risk  
is up to the required standard you cannot  
afford to insure in any other company.

W. L. BARNUM, SECY.



Our "FARM  
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Gasoline Engine

is the simplest and  
most successful Gasoline  
Engine on the  
market. Can be used  
for various purposes  
on the farm and  
around elevators.  
Agents are making  
good money selling  
them. Write for special  
price on first engine.  
ELLINGTON MFG. CO.  
156 Oak St. Quincy, Ill.



Manufactured by

KIMBALL BROS., 1006 9th St., Council Bluffs, Ia.



Gibbs' Patent Dust Protector is invaluable to operators in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. Perfect ventilation. Nickel-plated protector, \$1. postpaid. Circulars free. Agents wanted. Gibbs Respirator Co., 30-36 La Salle Street, CHICAGO.

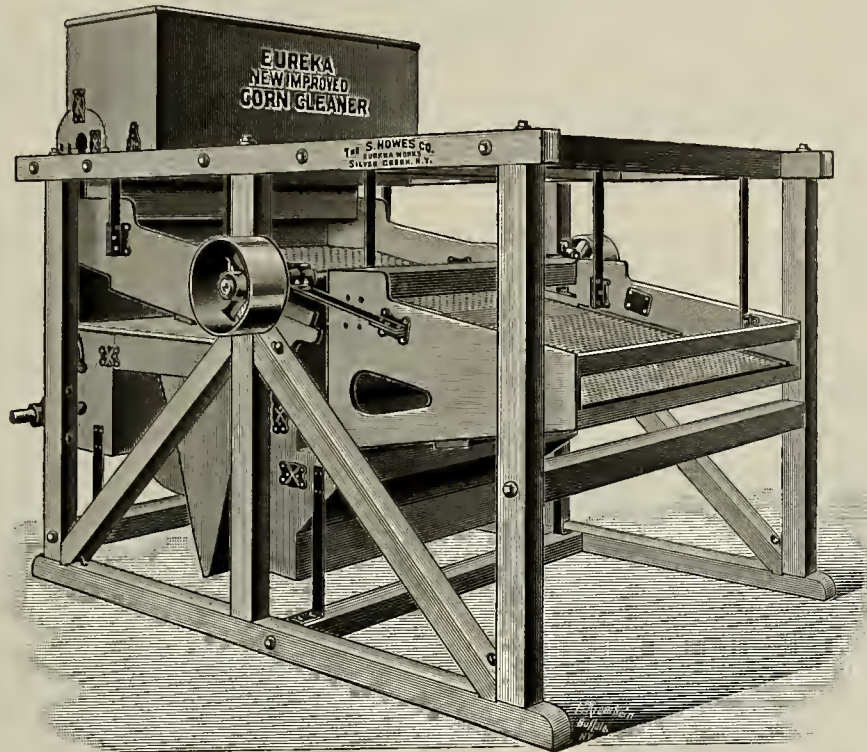




# "Eureka" Dustless Corn Cleaner



"Eureka" Corn Sheller.  
"Eureka" Corn Scourer.  
Thoroughly Cleans the  
Corn; Does Not Break  
It.  
For Separating Corn Cob  
From Silk.



"Eureka" Dryers for  
Wheat, Oats, Corn,  
Barley and Rye.

Cleaners, Scourers and  
Separators.

## THE S. HOWES COMPANY, "EUREKA" WORKS, SILVER CREEK, N. Y.

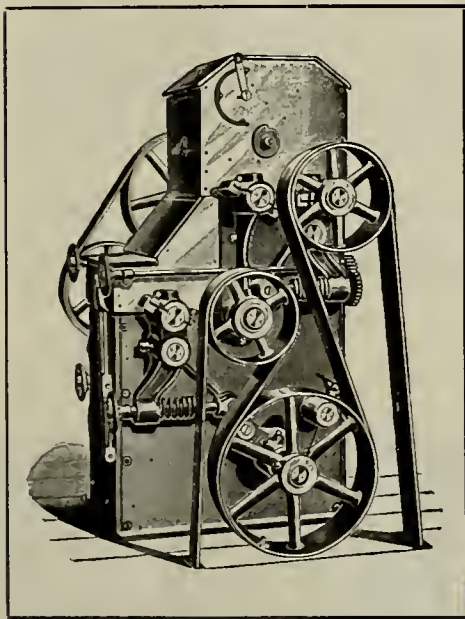
ESTABLISHED 1856.

Duplicate parts of all "Eureka" machines built, from the time of Howes, Babcock & Co. in 1856, until the present.

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11 Broadway, New York City, J. B. Parnall.  
5 Chamber of Commerce, Minneapolis, Minn., W. E. Sherer.

REPRESENTATIVES:

J. N. Heater, Savoy Hotel, Kansas City, Mo.  
H. E. Furnas, Halliday Inn, Battle Creek, Mich.



## FEED MILLS

We build the lightest running mill on the market and will guarantee it to grind more bushels to the horse-power than any other mill made.

Write us and let us send you a list of the users of this machine.

**Strong & Northway Mfg. Co.,**  
Minneapolis, Minn.

CLAUDE D. STEPHENS

THEODORE R. TYLER

## STEPHENS & TYLER,

Manufacturers, Jobbers and Designers of

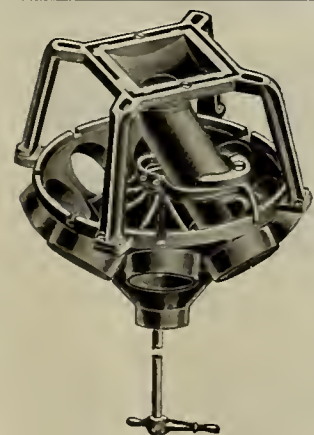
**....MACHINERY....**

ENGINEERS AND CONTRACTORS

GRAIN ELEVATORS, FLOUR MILLS, MALT HOUSES,  
STARCH FACTORIES, OIL MILLS.

POWER PLANTS, POWER TRANSMISSIONS, ELEVATING AND CONVEYING MACHINERY

709-710 Monadnock Block, Chicago.



## Elevator Machinery THAT LASTS.

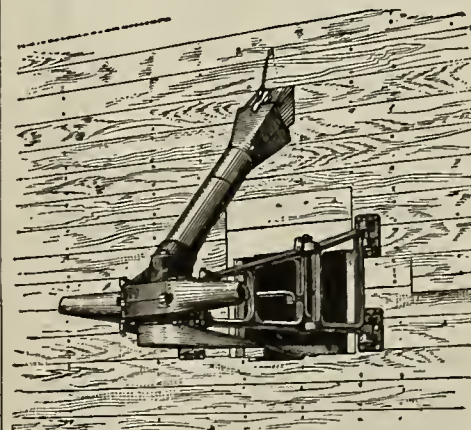
Among the hundreds of **Hall Distributors** in continuous use in all parts of this country and Canada, **Not One** has required a **single dollar's** worth of repairs since the day of its installation. This bespeaks mechanical excellency of a high order, and emphasizes the fact that

True Economy Lies in Simplicity and Perfect Adaptation.

Besides this, it is the **only** distributor in the whole world that does not mix grain at the point of distribution, which our new Booklet "B" (sent free) fully describes.

**HALL DISTRIBUTOR CO.,**  
506 First Nat. Bank Bldg., OMAHA, NEB.

## The New Century Car Loader



Loads both ends of a car at the same time.

Loads any size car from end to end and full to roof, without the aid of hand labor.

Nothing to get out of order and cause trouble.

Guaranteed to load shelled corn, wheat, oats or rye from 2,500 to 3,000 bushels per hour, with but very little power required to operate.

Will not crack or grind the grain.

Sold subject to 30 days' trial.  
Write for Catalogue giving full particulars.

**The Ideal Car Loader Co., Allenville, Ill.**



## PEERLESS AND TANDEM HIGH GRADE

GAS AND GASOLINE ENGINES.

Single Cylinder, 2, 4, 6, 8, 10 H. P. Double, 10, 15, 20, 25, 40, 50 H. P.

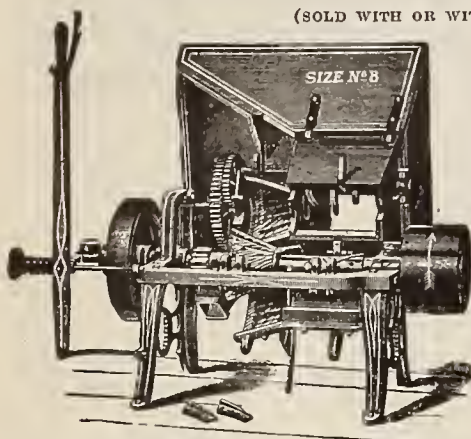
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**Northern Engineering Works,** 29 Chene St., Detroit, Mich.



# The Best All-Around Feed Mill

(SOLD WITH OR WITHOUT SACKING ATTACHMENT.)



For *crushing ear corn*, with or without shuck, and *grinding* all kinds of *small grain*. The conical burrs are *light running* and ahead of rolls or stones in speed and quality of work. Has every convenience belonging to a first-class modern feed mill. *Will grind Kaffir corn* in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p.

*High-priced grain incites feeders to economize. Ground feed is the economical feed.*

Our catalogue sent for the asking.

The N. P. Bowsher Co., South Bend, Ind.

## WANTED:

You to know that our firm name stands for standard goods at right prices.

Grain Elevator Machinery and Mill Supplies.

Power Transmission,  
Gas Engines.

Steam Engines  
and Boilers.

ESTIMATES FURNISHED.

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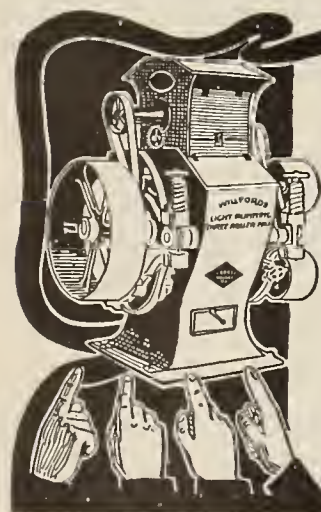
## LEVIATHAN BELTING

For Elevating, Conveying and Power-Transmitting

Gives the best results. Holds buckets firmly and securely, and resists heaviest strains. Will do 50% more work than the best rubber belt, and will outlast three of the same. Its record for nineteen years handling grain, stone, sand, ore, coal and clay substantiates our claim. Belts warranted uniform throughout. Made of any width up to 100 inches, and any length up to one mile.

MAIN BELTING COMPANY, 1219-1241 Carpenter St., Philadelphia.  
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SEND FOR PRICE LISTS AND SAMPLE.



## 4 GOOD POINTERS

ON THE

Willford Three-Roller Feed Mill.

- (1) It is Easy to Handle.
- (2) It is Strong and Durable, but Simple.
- (3) It will Grind the Most Feed with the Least Power.
- (4) It can Always be Relied Upon.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.,  
303 3d St. South, - MINNEAPOLIS, MINN.

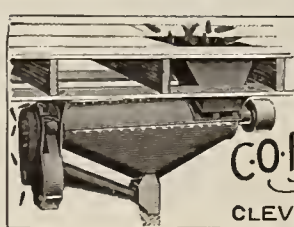


## Dust Protector.

The "Perfection" with Automatic Valve compels perfect protection and ventilation. Improved and Enlarged. Thousands in use. Nickel plated protector postpaid, \$1.50. Cir. Free. Agents wanted

H. S. COVER  
SOUTH BEND, IND.

Patented Dec. 7, 1897



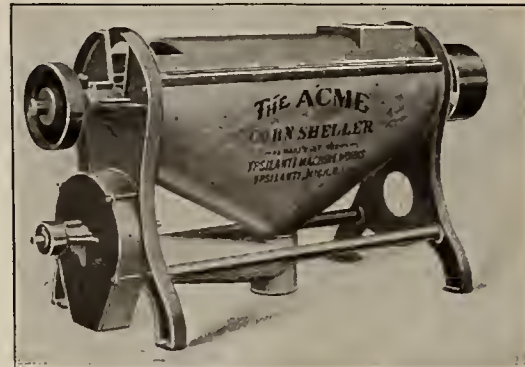
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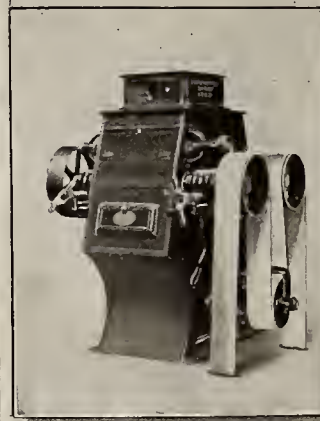
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## Feed Mills

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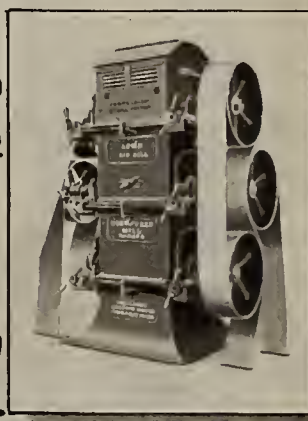


## YPSILANTI MACHINE WORKS, YPSILANTI, MICH.



MILL BUILDERS  
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ACME CORN  
AND FEED MILLS  
4 AND 6 ROLLS.



Rolls Reground and Recorrugated.  
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## GRAIN PURIFYING PAYS.

It is just as essential as grading, cleaning and clipping.

Our process improves all kinds of grain by removing all impurities, such as smut, must and mold odors, and removes in part or whole any unnatural stain or discoloration without affecting the original state of grain, either in color or otherwise, as matured before cutting.

We own the only patent on a Grain Purifier and can sell you the right to use this process, together with instructions for erecting, etc. Let us tell you fully what a Purifier will do for you.

J. L. MORRISON, President.  
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W. M. CHAMBERLIN, Attorney,  
Davenport, Iowa.

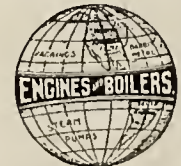
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Davenport, Iowa.

## AMERICAN GRAIN PURIFIER CONSTRUCTING CO.

INCORPORATED.  
KENTLAND, INDIANA,

PAID-UP CAPITAL, \$250,000.00.  
or  
DAVENPORT, IOWA.

## ELEVATOR SUPPLIES



OF ALL KINDS  
GASOLINE ENGINES  
STEAM ENGINES  
and BOILERS

Boiler and Machine Shops

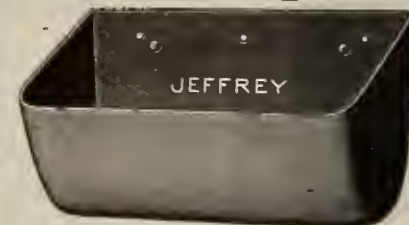
GLOBE MACHINERY 414 to 418  
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## THE BEST CAR MOVER

THE DOUBLE CLUTCH

WALTER A. ZELNICKER,  
In ST. LOUIS,  
Railway, Mill and Factory  
Supplies.

## JEFFREY ELEVATING CONVEYING MACHINERY



Standard Elevator Buckets,  
For light and medium work in general.

OUR specialties include Chains—all styles;  
Sprocket Wheels, Elevator Buckets,  
Elevator Boots, Elevator Bolts, Cable Con-  
veyors, Spiral Conveyors, Barrel Eleva-  
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Grain Elevators, Shafting, Hangers, Pul-  
leys, Rubber Belt Conveyors.

MILL AND ELEVATOR SUPPLIES.

For Catalogue address  
THE JEFFREY MANUFACTURING COMPANY,  
COLUMBUS, OHIO.



# The CLIPPER Cleaner

Stands without an equal for the economical and successful cleaning of all kinds of grain, flax, timothy, clover and all fine seeds; also corn, beans and peas. Our machines require less power than any other Cleaner of equal capacity, and the quantity of their separations have not yet been equalled. Our sample plate of perforations and catalogue mailed free.

## TESTIMONIALS.

BLUFFTON, IND., March 20, 1902.

A. T. FERRELL & CO., Saginaw, Mich.

GENTLEMEN:—We are glad to be able to say a good word for the Clipper Cleaners. We have been using them for the last fifteen years and they have never failed us. We recently put in one of your new No. 9 Specials with traveling brushes and dustless attachment. It has more than met our expectations, and we have found it perfect for the cleaning of grass seeds. For our use, we have found the Clipper Cleaner entirely satisfactory in every respect.

Yours truly,  
(Signed) STUDEBAKER, SALE & CO.

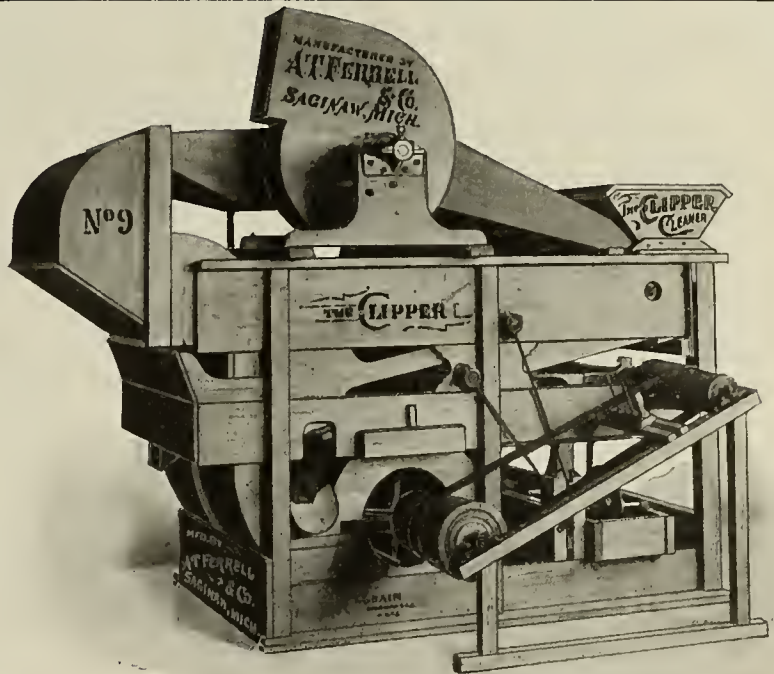
CHICAGO, May 3, 1902.

A. T. FERRELL & CO., Saginaw, Mich.

GENTLEMEN:—We have your favor of the 2d inst., regarding the four No. 9 Traveling Brush Cleaners which we purchased from you last year. Will say that these machines are giving very good satisfaction and we are very much pleased with them.

Yours truly,  
(Signed) ARMOUR GRAIN COMPANY.

**A. T. FERRELL & CO., Saginaw, Mich.**



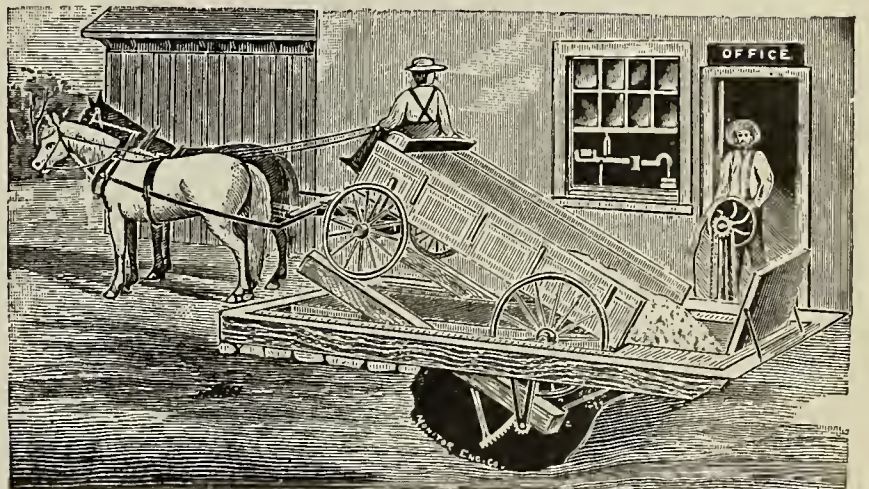
## Paine-Ellis Grain Driers

Are more largely used on this continent than all others combined, because they are the only machines that will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. These machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this. It is one thing to kiln dry and another to put every kernel of grain into its normal condition by Nature's own method. *We can do it.*

For Particulars Address **The Paine-Ellis Grain Drier Co.,**

53 CHAMBER OF COMMERCE, MILWAUKEE, WIS.

## Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,  
M. C. WOODWORTH.

MANUFACTURED ONLY BY

**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.



# HE GOT THE “HA! HA!”

---

When the man with the Machine-that-Does-the-Work first comes around he gets the Ha! Ha! as they say “out West.”

The man who is in the elevator business to make money says: “Why, my dear fellow, I can beat your price by so much.”

Of course he can.

You see, the maker of the Machine-that-does-the-Work has been so busy making a machine that would double-discount any other make for **WORK**, that he left the little price out of it.

The elevator man is so busy getting that odd ten dollar bill knocked off that he forgets the twenty dollars less in **EFFECTIVENESS** he is going to get.

## THE MONITOR MACHINE DOES THE WORK—THAT IS THE POINT

There is no better grain cleaning machinery made than the kind that bears the Monitor trade mark.

Elevator men who know have stopped hunting it for twenty years.

“The man who laughs last laughs best”—good old saying that—but there is the whole philosophy of it in a nutshell.

Do not tire yourself out laughing at the dollars-larger price of the Machine-that-Does-the-Work. You may need some of that energy to help you keep the cheap machine going, or to swear because it doesn't do what you bought it to do.

When you want us, let us have a letter.

We go anywhere for business.

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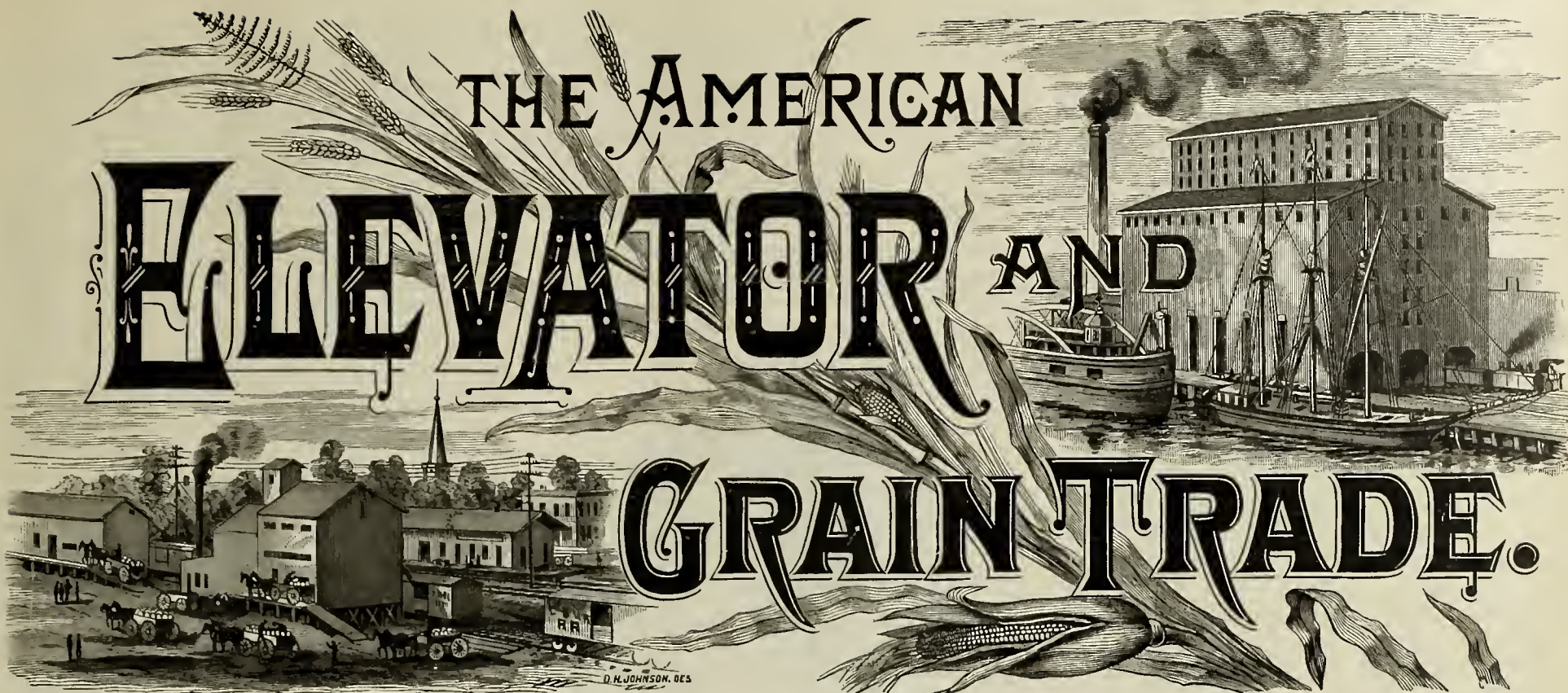
## THE HUNTLEY MANUFACTURING CO.

THE MONITOR WORKS.

EVERYTHING IN GRAIN CLEANING MACHINERY.

SILVER CREEK, N. Y.





A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXI.

CHICAGO, ILLINOIS, JULY 15, 1902.

No. 1.

{ ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.

### DAVENPORT MALT AND GRAIN COMPANY'S ANNEX.

Among the extensive improvements added this season to the malting plant of the Davenport Malt & Grain Company, Davenport, Iowa, was a building which to the casual observer from a Rock Island

nate or "boss" the whole job through a slanting speaking tube, or ear trumpet, which reaches over the roof of the adjacent building. When we learn that this is a grain elevator, we cannot help feeling that the standard outline which has for so many years been impressed on our retina to represent a grain elevator has got to be revamped right away,

arranged on Macdonald's patent system, the largest of which holds 10,000 bushels, and are all 70 feet deep. The foundation is of stone and concrete, built to give a free working space under the bins seven feet high, with the basement floor three feet below the ground line. The bins are all self-cleaning and discharge through steel spouts to a



THE DAVENPORT MALT AND GRAIN COMPANY'S NEW STEEL ELEVATOR ANNEX AT DAVENPORT, IOWA.  
The Macdonald Engineering Company, Chicago, Engineers and Builders.

train looks like a row of immense black books backed up against and towering above the adjacent buildings, surmounted by a silvery eap of fresh galvanized iron. The legend painted on its hat band, "Davenport Malt & Grain Company, Macdonald Engineering Company, Chicago, Engineers and Builders," leaves the wayfarer still guessing. Perched conspicuously on a hill, it seems to domi-

and something different brought into our field of vision.

The contractors say that this is the baby of a large family of steel elevators which they have brought into existence during the past season. Holding only one hundred thousand bushels, it is the smallest of this type of elevator yet constructed.

The building is divided into eleven bins of steel,

conveyor in the basement, which extends through the adjacent building to the elevator legs in the cleaning house.

The building is used as an annex to the old wooden storage house and is separated from it by a space of four feet. The surface of the new steel building exposed to the adjacent wooden structure is protected by a facing of hollow tile securely



anchored to the steel surface. This is put on for protection of the steel in case of fire.

All grain received for the annex is elevated from the cars by legs in the malt house and transferred by means of a belt conveyor to the steel bins. The floor on the top of the bins is made of concrete reinforced with expanded metal. The roof and all spoating, millwright work and machinery are of steel, and nothing of a more combustible nature has been used in the structure.

The owners consider that they have a first-class job, and one that will be there so long as they want to use it, even though some of the other buildings may have departed without leave.

### A GRAIN SHARPER OVERHAULED.

An individual calling himself R. S. Abbott was recently arrested at Duluth on a charge of swindling Philip E. Burrough of Kansas City out of \$1,200 in cash, by uttering two forged bills of lading for wheat. The story of the swindle is about as follows:

Early in May last Abbott went to Kansas City, where he introduced himself to Mr. Burrough as a grain man operating at Rock, Kan., on the Santa



J. P. HARRISON, DIRECTOR, SHERMAN, TEXAS.

Fe. He had numerous letters of introduction from patrons of Mr. Burrough, which the latter accepted as authentic, although all, as it has since transpired, were forgeries. About ten days subsequent to his first visit, Abbott called on Mr. Burrough and drew out two bills of lading, each for a car of wheat, said by him to have been shipped on the Santa Fe from Rock, Kan. They were regularly signed by H. F. Fisk, the agent at Rock, whose name is now alleged to have been forged. Upon the strength of these bills of lading, Mr. Burrough gave Abbott two checks for \$600 each. The understanding was that the two checks were to be sent to Kansas for the use of the local stations Abbott said he was interested in, and the checks were made payable to the firm of G. W. Earhart & Co., of which firm Abbott claimed to be a member. Abbott at once took the two checks to the bank and had them certified to; then he went to a reliable option firm—whose name is not made public—and they introduced him to one of the Kansas City banks, where he secured New York exchange for \$600, and with the other check he dealt in options, drawing \$400. Abbott then went to St. Louis.

The swindle was developed by the non-arrival of the cars of grain. Abbott was traced from St. Louis to Windsor, Ont., where he was invited by a newly found friend, a Pinkerton man, to visit him at his "summer home near Duluth." Abbott bit, and was arrested as the steamer touched the Duluth dock.

Abbott's alleged operations recall to Kansas City people a similar affair some seven years ago, when Kansas City commission men suffered to the tune of \$32,000 in a single day.

### SOME TEXAS GRAIN DEALERS.

It is a privilege to print on this page the portraits of four of the governing board of the Texas Grain Dealers' Association, an organization that has in the past three or four years made a remarkable



G. J. GIBBS, PRESIDENT, CLIFTON, TEXAS.

record for good work accomplished for the grain trade in that state. During the presidential administration of ex-President J. P. Harrison, the Association acted with laudable daring and sound wisdom, and has brought order out of a trade chaos that at the beginning seemed hopeless. Mr. Gibbs, Mr. Harrison's successor, is a forceful as well as careful and successful business man, under



EUGENE EARLY, SECOND VICE-PRESIDENT, WACO, TEXAS.

whose management, assisted as he will be by an executive committee of its strongest men, the Association will assuredly go on with all the momentum of the last four years of successful work.

Commissions for buying or selling carlots of clover and alsike seed at Toledo "shall be 1 per cent, and on less than carlots, 1½ per cent with a minimum charge of 50 cents. For futures of clover and alsike ½ per cent shall be the commission. The commission on timothy and other seeds not mentioned above shall be 1½ per cent for carlots, and 2 per cent for less than carlots with a minimum charge of 50 cents."

### NEW ORLEANS INSPECTION.

The inspection imbroglio at New Orleans came to a climax, though not to a conclusion, on July 1, when the New Orleans Maritime and Merchants' Exchange put into operation a grain inspection system in competition with that of the New Orleans Board of Trade. The chief inspector for the Maritime Exchange is J. E. Robinson, a brother of C. McD. Robinson, chief grain inspector at Galveston, while his first assistant is A. E. McKenzie, lately chief state grain inspector of Kansas. Both gentlemen had the personal indorsement of leading exporters through New Orleans doing business at Chicago, Kansas City and St. Louis.

The names of the shippers who signed the agreement that on and after July 1, 1902, they would "sell, receive and deliver grain for export through New Orleans only on the inspection of the Maritime and Merchants' Exchange were published in New Orleans on June 17, as follows: Hall & Robinson, Fennelly, Fox & Co., Charles F. Orthwein's Sons, Broadnax & McLingy, Denton Bros., Haywood & Co., Brinkman, Reinertsen & Co., the Greenleaf-Baker Grain Company, Harrison Elevator Co., Lucas E. Moore & Co., New Orleans Export Company, Ltd., F. J. Odendahl Commission Company, J. Rosenbaum Grain Company, Carrington,



C. F. STEARN, DIRECTOR, HOUSTON, TEXAS.

ton, Patten & Co., Steinhardt & Co. and Rogers, Bacon & Co.

Relative to these signatures and the report that some of them had withdrawn from the agreement, President Ross of the Maritime Exchange on June 16, said: "Two of the original parties to this agreement have asked permission to withdraw, but it has not been conceded, while other firms not included in this list have expressed their intention of supporting the agreement."

Meantime the status of the new inspection in other markets is a matter of importance to New Orleans shippers. The Board of Trade continues the old inspection, of course, and has left nothing undone to discredit the new, both on the Atlantic Coast and abroad, not very successfully it must be admitted, however. An appeal to the general managers of the Illinois Central and Texas & Pacific roads on behalf of the Board of Trade was met with the announcement that they would occupy strictly a neutral position. The local belt line terminal road sided with the Board of Trade. Then the contest was carried to the New York Produce Exchange, where both sides had an extended hearing. The New York Exchange, however, decided that it was not a matter with which it could interfere, and relegated it back to New Orleans to settle for herself. The exchanges at Chicago and St. Louis, which were appealed to by the New York Produce Exchange for information, both wired that they are taking no part in the controversy. The London Commercial Trade Associa-



tion on June 21, on the other hand, stated that it would "decline to accept Maritime Exchange inspection certificates, pending inquiries." A day or two later, three members of the Maritime Exchange sailed from New York for London, supposedly on business in this connection.

On June 28 a meeting of representatives of thirty exporting grain firms from Kansas City, Chicago and New Orleans was held at the Hotel Gayoso, Memphis, at which it was unanimously resolved that "the New Orleans Maritime and Merchants' Exchange inspection be declared the official inspection of grain at New Orleans for export after June 30, and that after that date no other inspection be considered official."

Meantime the New Orleans Board of Trade proposes to "quer the game" by appealing to the Louisiana legislature to enact laws placing the inspection under the control of the state; and on June 26 a bill creating a State Board of Grain Inspection was introduced in the senate by Mr. Barrett, which went at once to the committee and was favorably reported the same afternoon. This bill provides for a board of five members, appointed by the governor, by and with the consent of the senate, three of the five members to be nominated to the governor by the Board of Trade; also that the board shall serve without pay and shall defray the inspection expenses, including office expenses and salaries of inspectors, out of the receipts from inspection fees, the maximum charge for inspection being fixed at 25 cents per 1,000 bushels.

### NEW WEIGHING RULES AT BALTIMORE.

The Baltimore Chamber of Commerce has adopted amendments to its by-laws to provide for a new system for weighing and inspecting grain, hay and straw in that market. The new system places the weighing of grain under the supervision of the board of directors, and requires that fees for weighing and inspecting shall be paid by the consignor.

The board will appoint the weighers, designating one as chief, and fill vacancies. The president and chairmen of the wheat, corn, rye and oats committees shall constitute a department called the bureau of inspection and weighing. When required, the secretary of the Chamber shall act as clerk of the department. The chief weigher will be required to give bond in the sum of \$2,500, and each assistant in the sum of \$1,000.

The fee for weighing shall be 10 cents per car of grain by rail and 10 cents per 1,000 bushels or less of grain received by water, which shall be charged to the shipper of grain purchased by Baltimore weights. The inspection fee of 30 cents per car of grain by rail and 30 cents per 1,000 bushels or less of grain by water is also to be charged to the shipper.

Heretofore the weighing of grain at the elevators has been done by employees of the elevator companies, while the inspection has been under the supervision of the Chamber of Commerce, which latter system continues.

### REGULAR ELEVATORS AT CHICAGO.

The following elevators have been made regular by the Chicago Board of Trade, licenses running from July 1, 1902, to June 30, 1903:

Armour Elevator, comprising houses A, B and B Annex; Armour Elevator C, Armour Elevator F, Calumet Elevators B and C, Central Elevator B and Annex, Chicago and St. Louis Elevator and Annex, City Elevator, Galena Elevator, National Elevator, Rock Island Elevator, St. Paul and Fulton Annex, South Chicago Elevator C and Annex, Union Elevator, Nebraska City Elevator, Peavey Elevator B, Alton and Alton Elevator B. The three last-named are an addition to last year's list.

The total capacity of the elevators is as follows: Armour, 6,800,000; Calumet, 2,700,000; Central, 1,800,000; Chicago and St. Louis, 2,000,000; City, 1,000,000; Galena, 700,000; National, 1,000,000; Rock

Island, 1,000,000; St. Paul and Fulton, 800,000; South Chicago, 2,500,000; Union, 2,500,000; Nebraska City, 2,500,000; Peavey, 1,550,000; Alton and Alton, 1,800,000.

### GEO. D. MONTELIUS & CO.

Piper City, the chief market town of the panhandle of Ford County, Illinois, is one of the biggest corn markets in Illinois. Ford County, with a corn production last year of 3,292,563 bushels, is fourth as a producer among the thirty-five counties composing the central division of Illinois, while the panhandle is bounded on the west by Livingston County, the greatest corn producing county in the northern division of the state (6,992,625 bushels in 1901), and on the east by Iroquois, with a production of 4,337,150 bushels. These three counties are proportionally heavy producers of oats, the second of the two great staple crops of Illinois.

One is not surprised to learn, therefore, that Geo. D. Montelius & Co. of Piper City handle from one and a half to two million bushels of grain annually at that station, not to mention their business in seeds. The grain is all put through the two modern houses shown in the accompanying illustration, located within a stone's throw of each other, on the T. P. & W. Railroad. The houses have a storage capacity of 125,000 bushels each.



GRAIN ELEVATORS OF GEO. D. MONTELIUS & CO. AT PIPER CITY, ILLINOIS.

The firm of Geo. D. Montelius & Co. on July 1, 1901, succeeded to the business of J. A. Montelius, and is composed of Geo. D. Montelius and J. A. Montelius Sr. They operate with a capital of \$50,000. They supply their farmer trade with coal and flour.

### PEORIA'S BUSINESS IN 1901.

R. C. Grier, secretary of the Peoria Board of Trade, has published his report for the year ended December 31, 1901, in which appears the following statement of the year's receipts and shipments (rail only) of grain at Peoria:

	Receipts Bushels.	Shipments Bushels.
Wheat .....	1,716,750	690,746
Corn .....	19,604,566	5,755,100
Oats .....	12,689,400	12,641,200
Rye .....	221,200	39,400
Barley .....	2,377,550	1,626,690
Total, 1901.....	36,609,466	20,753,136
Total, 1900.....	32,588,600	18,028,420

The home consumption of corn was, it will be seen, nearly 14,000,000 bushels, from which were made about 408,000 barrels of distilled spirits, 91,820 tons of glucose and syrup and nearly 31,000 tons of starch (a by-product).

As a receiver of corn and oats Peoria is exceeded in the West only by Chicago (\$4,136,637 bushels) and St. Louis (20,831,000 bushels).

Farmers in Northern Indiana report the English sparrows as flocking to the wheat fields, many of which they are ruining.

### ON THE BUCKET-SHOP.

[From a toast responded to by B. Z. Taylor of Decatur, Ill., at the Illinois Grain Dealers' Association's meeting in that city on June 10, 1902.]

Ever since this topic was assigned, I have been wondering why it was apportioned to me. I finally came to the conclusion, however, that it was owing to my experience in the line of the bucket-shop and my consequent knowledge of that subject. I have now swapped horses, as you all know, and not while crossing a stream, either, and I now represent one of the strongest and best Board of Trade houses, and hope some day in the near future to become a member of the Board myself.

Without discussing the morality or legality of the bucketshop, I would draw your attention to the one principal fact with reference to its methods of doing business, which, from a customer's standpoint, is sufficient excuse for its being wiped off the face of the earth. Equity and justice must essentially be the fundamental basis of commercial interest, and neither of these features is recognized or considered by the bucket-shop man. Therefore, unless he takes a speculative chance himself, by hedging in the markets, he can only make his dividend out of his business by his customers losing; therefore, his prosperity is the other man's disaster, and there is absolutely no equity or justice in such a proposition.

Another feature is this: A great deal of bucket-shop business is transacted by sailing under false colors, reaping the benefit of the legitimate organization of boards of trade, and while not openly stating to their clients that their trades never reach an exchange, the bucket-shops give the impression that their trades are placed upon an exchange. Suppose there were 10,000 individual, independent bucket-shop interests in the country. Suppose each of these shops received in one day an order to buy 10,000 bushels of wheat. Suppose these orders were sent to the legitimate exchanges. What would the effect be on the price? Reverse it; suppose the orders were to sell. What would be the effect on prices? But with these orders coming into and ending with a bucket-shop and never reaching legitimate exchanges, there is no effect on prices. But the buyer has a right to expect that his purchase will have an influence on the market, and the seller has a right to expect that his sale will have some effect, too.

Importers of grain bags at Portland, Ore., on June 13, paid \$125,000 in duties, being a record-breaking day for that office.

New insurance rates on broom corn were announced on June 23, as follows: Broom corn on farms takes a minimum rate of 2 per cent, with the three-fourths value clause. Storage in warehouses or buildings other than farm property takes a rate of from \$2.50 to \$3.75, with 25 cents added where the building is not inclosed or banked at the base, or is built on posts, all with the three-fourths value clause.



### THREE ILLINOIS MEN.

The three faces shown on this page are portraits of new members of the directory of the Illinois Grain Dealers' Association—men who were selected by their colleagues as representative dealers in their several localities. They are "good-looking fellows," and are among the solid men of the trade in Illinois.

### CLOVER SEED INSPECTION AT TOLEDO.

[A paper by Fred Mayer of J. F. Zahm & Co., Toledo, read at the summer meeting of the Ohio Grain Dealers' Association at Put-in-Bay on June 19.]

The inspection of clover seed at Toledo is as fair and perfect as it can be. The work is all done by the seed inspector, who is appointed by the directors of the Toledo Produce Exchange. He is under bond and oath to faithfully perform his duties. There is also an inspection committee, composed of seven members of the Exchange, each one an expert judge of seed, and any shipper to Toledo market, who is not satisfied with the in-

No. 2, and yet one may bring 25 to 50 cents per bushel more than the other, simply because it is a better grade of No. 2. We have very often sold seed that had to be graded rejected, according to the rules, at a higher price than a poor No. 2, simply because the rejected was a better seed for mixing purposes (or, at least, some of the buyers thought it was) than the poor No. 2. There is about the same difference in price on rejected, so shippers must bear in mind that when they consign seed to Toledo it is sold upon its merits. Our house makes it a rule to examine samples furnished by the inspector before offering the lots for sale, and if we think the inspector has been too rigid in his grading we very often ask him to re-examine the lot, and sometimes we appeal to the inspection committee.

There is not a market in the world where consignments of seed are offered to as many buyers as in Toledo, and there are very few markets that handle it the way it is handled there. Supposing you ship Zahm & Co. 20 bags of clover to be sold upon arrival. It arrives at the freight house; the inspector comes along and taps every bag; he preserves samples which are put in paper envel-

You shippers who handled much in the year 1897 certainly must have had some that inspected prime. The quality of the crop that year was good and the quantity was large, and I know that we received hundreds of bags that graded prime. Since then the clover crop in most of the states has been very uneven and of an inferior quality, and that is the reason so little of your seed has graded prime. In other words, you haven't raised prime seed. During the past season Wisconsin and also Canada raised some clover of very fine quality, and some of it came into Toledo and graded prime.

It has been said to me that it is strange Toledo men can make prime when country shippers can't. I will endeavor to give a reason for this. The seed you handle is generally raised right in your locality. There is some good and some bad, but there is not always enough good to help out the poor. You run it together, clean it, etc., and even then it is probably nothing more than No. 2, unless, of course, the crop and quality, like that of 1897, is raised in your vicinity. Now, in Toledo the seed dealers are in the market every day. They buy from us and others, and get seed that comes from Illinois, Indiana, Michigan and other states.



WM. E. KREIDER, TONICA, ILL.



J. M. CAMP, BEMENT, ILL.



GEO. A. DE LONG, FOOSLAND, ILL.

spection put upon his shipment has the privilege of calling this committee to pass upon the same.

The inspector is a disinterested person, and it makes no difference to him who owns the seed or who buys it. Nor does he pay any attention whatever to prices. He simply passes judgment upon it and favors no one. He sees every bag that he is asked to inspect and examines it in a very thorough manner by drawing a sample with a tryer from different parts of the bag, allowing these drawings to run into a pan. This is the reason a good many shippers have several different gradings upon a certain lot. One bag will be much better than others. Sometimes, when the inspector can do so, he will average a certain number of bags, and some of the seed in a part of the bags may be a trifle better than the others, but he will bulk the samples that he has drawn, and furnish them to the party to whom the seed is consigned, and in that way they have an average sample of that particular lot and sell it on that sample. The party who buys it will find the seed in some bags a trifle poorer than the sample, but he will also find that there are other bags where it is a little better, so that by averaging the whole lot it will equal the sample.

A great many shippers have an impression that seed is sold simply by the grade. It is not sold that way. Of course, the grade counts for something, but every lot that grades below prime is sold by sample, and, therefore, on its merits. For instance, there will be a lot that will grade No. 2, and there will be another lot that will also grade

opes, properly marked with the number of bags, car number, grade, and after that he weighs it and furnishes us a certificate of the weight. This sample is brought to our office; we look it over, and if the inspection suits us, we take that sample (possibly with others) and submit it to a seed man who looks it all over and says he will give, say, \$4.75. We put his bid on a piece of paper, being careful not to let any of the other dealers see or hear what it is, and we go to the next man. He may want just that particular kind of seed that day, and will bid us, say, \$5.00. We then get the balance of the seed men to bid, and probably their bids will range from \$4.75 to \$4.95. We then open the bids, and the highest man gets the seed. Of course, we have the privilege to reject all bids when we don't think they are high enough, and very frequently we avail ourselves of this privilege. Sometimes the market will be flooded and dealers won't bid strong; in fact, some may prefer not to bid at all, and then we simply carry the seed until the market braces up. Now, as each buyer examines the samples very carefully, is not that seed sold upon its merits, regardless of the grade? We have very often sold seed that graded No. 2, because it was just a trifle dirty, at the same, or almost the same, price as prime, and while the shipper kicked because it did not grade prime, he got prime price, so what is the difference?

Shippers complain that they cannot get a grade of prime at Toledo. They certainly can get a grade of prime if they will ship the proper seed.

They can select the best lots of their purchases and have a much bigger assortment to select from than a country shipper, and by handling very often get a grade of prime on those lots. You must also remember that the machinery used for cleaning seed in Toledo is far superior to the common hand mill that is used in the country. Years ago seed used to be cleaned in Toledo by fanning mills, run by hand, and uneven power, but to-day very large power mills on the suction plan and run by electric motors or gasoline engines are used.

I have handled considerable seed for an old customer who resides in the northwestern part of Ohio, who, I think, is an excellent judge of seed, and when he advises shipment of a certain lot, he generally puts the grade upon his invoice, and occasionally he will have so many bags down as prime, and almost in every instance that particular lot has graded prime.

It is no boy's play to buy seed and make money out of it. It is so easy to overlook the defects and pay more than one should. It requires very good eyesight to detect all the foreign seeds, etc., and it is an easy thing to hold seed in a certain light and then shift it around to some other position and find it looks much better than it did in the first position. Every shipper ought to examine the farmer's seed very carefully before he makes a bid on it. Don't be satisfied with taking a little from the top of the bag. The farmer might accidentally get the best on top. Of course, he wouldn't do so purposely. Take the cover of a pasteboard box, get a good light, shake the seed in this box cover,



look at it and then shake it up again. In other words, shake well before you take it.

An official inspection certificate of the Toledo Produce Exchange is recognized everywhere. The foreign buyer frequently pays for seed upon presentation of draft with bill of lading and inspection certificate attached long before the arrival of the goods.

The inspector must also satisfy the buyer. If he allowed any "old thing" to grade prime, do you suppose for one minute the buyer, whether he be in the East or abroad, would not kick? The very fact that the seed business in Toledo is constantly growing shows that it is a good market. No other market in the world has received 200,000 bags of clover seed in one season, and that is Toledo's record for 1897. While the receipts since then have not been as large as that, it is because of smaller crops.

I have been asked why Toledo could not make the contract, or speculative, grade of seed No. 2, instead of prime. There are several reasons why this cannot be done. In the first place, the grade of prime seed in Toledo to-day is of about the same quality as it was fifteen years ago, although there are seasons when the crop everywhere is not of a very good quality, and our inspection committee instructs the inspector to be a little more easy on the grade. The foreign and eastern buyer knows from experience what he will get when he buys Toledo prime seed. Most of these buyers in the East and abroad have no facilities whatever for cleaning or improving seed, and prefer to buy the best and sell it just as they get it from Toledo market. Toledo cannot afford to break down in one day what it has taken years to build up.

Another reason why Toledo cannot make No. 2 seed the contract grade is because there are about ten different kinds of No. 2 seed. Some seed grades No. 2 because it is dirty; other lots inspect No. 2 on account of brown seed. Then, again, clover will be graded No. 2 because it contains buckhorn, smartweed, plantain, pigeon grass, iron weed, etc. I see no way whatever whereby the contract grade can be changed. If a shipper sells prime seed in Toledo, certainly someone buys it, and if what the shipper sends in is not prime, the buyer of it is certainly not to blame. Thousands of bags of prime seed are sold for October delivery long before the crop is harvested. The buyer, as well as the seller, takes an equal chance of there being a scarcity or a large quantity of prime seed that season.

Before I close I would like to ask if all those present are familiar with what are called foreign seeds? Can you detect at a glance in a sample buckhorn, dockweed, pigeon grass, smartweed, iron weed, foxtail, plantain? If you are not familiar with these foreign seeds you should learn them, and if you will write us when the season opens, we shall be very glad to send you samples of any particular foreign seed.

In conclusion, if shippers will only be careful in buying seed from the farmer and paying for No. 2 and rejected when he has those grades, they will have no cause to complain about the Toledo inspection.

### A GRAIN SACK RENOVATOR.

A. W. Holbrook of the C. W. Holbrook Company of Palmer, Mass., has established a grain sack renovator where sacks are cleaned and patched and prepared for reselling. At his head office he has machinery for dusting, boiling, cleaning and sewing the old sacks. Two years ago he established collecting stations in Vermont, and he now has about 45,000 dilapidated bags to begin on. When renovated, the bags are sorted, put into bales of 1,000 bags to a bale, and sold. These old grain sacks can be bought from 1 to 2 cents each, and when renovated they bring from 5 to 7 cents, according to quality.

There is a ready market for all the cleansed sacks that can be handled. Mr. Holbrook has men with teams chasing about the country among farmers and dairymen in Vermont, Massachusetts and

New Hampshire, buying old sacks. Formerly but little account was made of these, but now that there is a sale for the discarded sacks, all are saved and sold readily to the men who pick them up.

### E. H. CULVER.

E. H. Culver is not merely chief grain inspector of the Toledo Produce Exchange; he may be said to be also the "general agent" of the Toledo grain market, on duty wherever there is a probable ear of stuff headed Toledoward. Subconsciously, of course, Culver recognizes that there are other markets, but he has never been known to let his subconsciousness publicly recognize them on the map of the Middle West; although privately, at times of confidential heart-to-heart, when the meeting is adjourned sine die, he might make concession "for the sake of the argument." Mr. Culver's usefulness to Toledo consists not alone, therefore, in his executive ability as chief inspector, but in his intimate knowledge of conditions in the Middle West and of the currents of the grain movement, which he makes use of for the benefit of that market, and also in his loyalty to Toledo, all of which are united to a personality which everywhere secures



E. H. CULVER.

for him a hearing and respectful attention to the business in hand as he presents it.

Mr. Culver is a native of Toledo, where he was born in 1860. That city has also since been his home, with the exception of a few years during his early boyhood, which he spent on a James River plantation, near Richmond, Va., and on an Ohio River farm, near Marietta, Ohio. He began his business career at thirteen, as an errand boy for Falles & Lynton, flour millers, with whom he remained until 1876. He then sailed for two years.

In the fall of 1879 he was appointed a helper on the grain inspection force, and worked as such and also as practical inspector until 1886, when he took a position with Southworth, Paddock & Co. Ten months later he was made official grain sampler for the Toledo market, a position he held until October 17, 1892, when he was appointed chief grain inspector, a position he has since uninterruptedly occupied.

It is not necessary to "throw any bouquets at Culver." Everybody knows him; and no one has ever been known to dodge him if on legitimate business bent or seeking a remedy for the "little blue devils," which hunt a hiding when Culver comes to town.

Baltimore received a carload of new crop wheat from the central part of South Carolina during the last week of June. It sold at 80½ cents.

The inspection department will try hard this season to please the many shippers to Toledo, but one must not expect "any old thing" to grade No. 2.—Zahm & Co.

### FIREPROOF GRAIN ELEVATOR CONSTRUCTION.

BY JAS. MACDONALD, M. W. S. E.

[From a paper read by the author at a meeting of the Western Society of Engineers, Chicago on December 18, 1901, and published in the Journal of the society.]

[Concluded from page 314, May 15 issue.]

SOME NOTES FROM THE DISCUSSION OF MR. MACDONALD'S PAPER.

Being asked if he were familiar with a class of elevators once used in Liverpool in which the iron construction was perforated like a nutmeg grater, to permit air being forced through the grain for ventilation, Mr. Macdonald said: "I am not familiar with that particular case, but I know of similar cases where it has been attempted to ventilate grain in bulk. Nearly all those experiments have failed for the reason that you cannot force a current of air through a large bulk of grain without drying the grain at the bottom where the air enters too much. If there is any moisture in the grain immediately in contact with the first current of air, that is carried forward into the bulk of the grain and deposited, and by the time the whole bin of grain is dry through and through, the grain in contact with the first current of air will be too dry. The drying is not uniform. There are no such elevators in this country. The Americans have always been on the lookout for the best that is to be had. If there are any ideas in Europe to be imported to advantage, we do it very quickly."

Being asked whether the scheme of exhausting the air from the steel tank for the purpose of killing the weevil, drying the grain and preventing heating has ever been successful, Mr. Macdonald said: "There are special bins made for drying grain.

"It is now dried very successfully, but the fundamental principle of drying grain is that the grain must be stored so as to present a very thin wall of grain to the drying current of air. The current of air must not pass through a large mass of grain. The most successful drying machine to-day presents a volume of grain to the drying current of about three or four inches, not to exceed that. It is found that if you try to force a current of air through a big mass of grain, the first grain in contact with the air gives out its moisture, which is carried through the balance of the grain and deposited. In that way you cannot get uniform results. The grain must be dried uniformly. The bins for drying are built specially for that purpose. The grain is passed through such bins and the current of air is forced through while it is passing. It is exposed at the right time to carry out the moisture. Some grains have more moisture than others. Sometimes the grain is almost saturated. Sometimes it is slightly damp so that it would not keep if put in storage."

In reference to circular grain bins, Mr. Macdonald said:

"The first elevator of that character was the one I referred to as being built in South Brooklyn in 1861. About ten years ago a big tank was built in Toledo by the Linseed Oil Company to hold their linseed. Linseed is an easy grain to keep and it is nearly all uniform in quantity and grade. They first built a tank that would hold 150,000 bushels and they found the grain kept very well; shortly after that Messrs. Churchill & Coon built smaller tanks for holding wheat. That is about seven or eight years ago, and since then a number of firms have built large tanks."

In giving further details of his type of steel tank construction Mr. Macdonald said:

"All the work is bolted. The tanks are not water-tight; only on the outside. They are simply grain-tight. It is not necessary to make any water-tight joints—simply tight enough so that the grain will not pass through from one bin to the other. We find it more convenient to bolt, and they are just as strong. There is no reason why they should not be riveted, however. The horizontal joints of plates are butted but the vertical joints are lapped. The outside of one of these buildings would show butt straps on horizontal joints. The thickness of plates varies from 8½ pounds to the square foot at the bottom to 6 pounds at the top, diminishing as it



goes up, for bins 16 feet diameter and 60 feet deep. We paint all joints before erection, on the outside; all exposed joints. There is no painting on the inside at all. On the inside of the bins the joints are supposed to be always dry. We have no difficulty in making the outside joints weatherproof."

Having been asked as to the durability of these tanks and as to whether he had ever taken down one of the tanks after it had been standing for any length of time, Mr. Macdonald said: "The whole system is comparatively new. The longest time we



L. WETZEL, MINBURN, IOWA.

have had one in use is about four years, but I went into this feature of construction quite carefully in the case of the elevator in Brooklyn, which I referred to. The conditions so far as deterioration of the metal, from rust, wear and tear, abrasion and everything of that kind, are concerned, are the same as in what we are building to-day. Those bins have been standing forty years, and from all I can see they are as good as those put up to-day. In the bins we are now building there is no painting at all. The moisture is excluded completely from these bins and the floor is put closely on top of them so as to bottle them up. The opening through this floor into which the grain is spouted is covered except when it is in use. There is no circulation of air, consequently no moisture can get in there. I take it that it is owing to the dryness under these conditions that the metal is preserved as it is. If the grain was real dry it would absorb all moisture. I remember the case of an elevator where they are storing malt. Malt is the dryest grain we know of. We found, after several months of use, that the malt on the bottom attracted moisture from the foundation. This was five or six feet below the bottom of the bin which was in contact with the grain that received the moisture. We did not have enough ventilation in the foundation, but there is no evidence of rust on the interior of the building at all."

The question of the pressure of grain on bins is an interesting one, and the answers of Mr. Macdonald to queries put to him on that subject are as follows:

"Mr. A. Zurcher—What is the maximum pressure caused by grain on elevator walls?

"Mr. Macdonald—The maximum pressure caused by grain on the walls of bin containing it is assumed to be equal to the weight of the grain itself, less the grain which would rest on the bottom of the bin to a height of its angle of repose in the center. Under this supposition we assume that the pressure is uniformly distributed on the entire area of the wall in contact with the grain.

"Mr. Zurcher—Can it be taken as a percentage of the hydraulic pressure for a fluid of the same density as grain? If so, what percentage?

"Mr. Macdonald—The pressure of grain cannot be compared in any respect to the pressure of a fluid, as the arching feature which is so prominent in the grain storage is entirely absent in all fluids.

"Mr. Zurcher—Is the pressure caused by grain

in motion, when unloading only, or when loading and unloading at the same time, larger than pressure caused by grain at rest? If so, how much larger?

"Mr. Macdonald—I do not think that there is any change in the pressure on the walls per square foot of the bin when the grain is in motion, either by loading or unloading. The pressure or suction action in the moving column above an open valve in any given column of grain is enormous, so much so that we always avoid placing any timbers or projections in the path of this movement. Whenever it has been done it has revealed a tremendous destructive pressure, breaking rods and large timbers, or anything else that may interfere with its movement.

"Mr. Zurcher—Do different kinds of grain produce largely different pressures?

"Mr. Macdonald—There may be a slight difference between the pressure of different kinds of grain. Linseed, for instance, flows very freely above its angle of repose. Unclipped oats and malt have a tendency to mat together, so much so that cases have been known where the grain has been drawn from the bottom of the bin leaving the arch intact, so that the whole mass of grain was arched over as if it was cemented together. When the arch is broken in this case the drop of the immense mass of grain is very severe on the building.

"Mr. Zurcher—Are Prante's experiments made in Germany to be considered as reliable, or have they been shown to be wrong by other experiments?

"Mr. Macdonald—I am not thoroughly familiar with Prante's experiments made in Germany, but as I remember, the results of his experiments showed that the column of grain which rests on a flat bottom has a uniform depth equal to one-third of the diameter or horizontal dimensions of the bin. This experiment refers to a bin about 12 feet in diameter. I believe that the experiments of smaller bins indicated that the height of the grain resting on the bottom was somewhat less than one-third of its diameter. In other respects I believe his experiments corroborated my theory.

"Mr. Zurcher—Would the smoothness of iron bins

## H. WETZEL & CO.

The firm of H. Wetzel & Co. of Minburn, Iowa, is composed of two brothers, sons of one of the pioneer grain dealers of Iowa. Henry Wetzel, the senior, is thirty-nine years of age, and his brother but twenty-five. Both are natives of Pennsylvania, from which state they were brought, in 1877, by their father, Jacob Wetzel, who settled at Lisbon, Iowa. Here Jacob Wetzel embarked in the grain business, which he continued until about a year



H. WETZEL, MINBURN, IOWA.

ago, when he sold out. His sons, of course, grew up in the elevator and under its shadow, gaining, by absorption, as well as by study, an intimate knowledge of grain and the methods in vogue for merchandising it economically.

In 1896 H. Wetzel concluded to launch out and start in business on his own account. This he did by creating a grain market at Martelle, Iowa. This was a bold step, but it was a successful one,



H. WETZEL & CO.'S GRAIN ELEVATOR AT MINBURN, IOWA.

cause the pressure to be larger than on wooden walls, and what has been the effect of projections in iron bins built to help the arching of the grain?

"Mr. Macdonald—I do not believe it makes any difference in friction whether the walls containing the grain are smooth, as in steel plates, or rough as in wooden walls. I have never been able to discover that projections, or abutments, built out from the walls of the bin had any effect in helping to arch the grain. It seems to arch naturally against any surface that is inclosing it."

A miller at Mabank, Texas, ground native corn of this year's crop on June 28.

and he continued at Martelle for nearly two years. In the fall of 1899, however, desiring to know the business better and to broaden his experience, he took a position with the St. Anthony & Dakota Elevator Company of Minneapolis, a company by whom his father also was employed at the same time.

They handled one crop with that company and then H. Wetzel bought the business and elevator of Frank Thoms & Co. at Minburn, taking possession in April, 1900. In the July following he was joined by his brother, when the firm of H. Wetzel & Co. came into existence. This firm has been quite successful. Individually the brothers under-



stand the business thoroughly, and they own a modern elevator which is kept in first-class condition and operated on business principles.

## OHIO GRAIN DEALERS' ASSOCIATION.

The selection of Put-in-Bay Island as the scene of the twenty-third annual meeting of the Ohio Grain Dealers' Association was a happy inspiration and the attending delegates were a unit in declaring the beautiful island an ideal spot for a convention of this kind. Hotel Victory, where the meeting was held, is one of the largest and most beautiful summer resorts in the United States and the management spared no effort to make the visit of the Ohio grain dealers a pleasant one.

The convention was called to order promptly at 9:30 o'clock on the morning of June 19, with President H. S. Grimes in the chair. In his opening remarks Mr. Grimes stated that this convention was not the regular business meeting and it was not intended to take up all the time of the delegates with business. He said these annual outings were social affairs, at which the members were expected to have a good time. He added that the principal business at this meeting would be the election of officers.

Secretary J. W. McCord read a digest of the minutes of the last regular meeting of the Association, held at Columbus.

President Grimes spoke of the growth of the Association and stated there were now 169 members in good standing. I have been president of your Association for the past two years, and have used every effort to bring the Association before the grain trade of the country. Our Association is now one of the prominent state associations, and is recognized as a power. Our secretary has devoted much time to the work of the Association and has spent many sleepless nights in its interests.

Mr. Grimes then referred to the recent meeting of the Illinois Grain Dealers' Association, stating that the members got together at that time to fix up differences and map out a plan of procedure. He said the Ohio Grain Dealers' Association had accomplished something in the organization of the Ohio Grain Dealers' Mutual Fire Insurance Association and he hoped that this subject would be discussed fully later on. In speaking of the arbitration committee, Mr. Grimes said the way to adjust differences was through this committee. Where questions had been referred to the committee results had always been satisfactory. I want to impress upon you that this committee is always at your command.

He mentioned the work of the Association in dealing with the railroads. The railroads are beginning to recognize the Association, and this is one of the advantages of membership. Members were advised to take up the question of car shortage with the secretary. In closing his remarks President Grimes thanked the members of the Association for the courtesies shown him throughout the year. I hope the succeeding year will be as successful as the past one has been.

Secretary McCord prefaced the reading of his report with a brief statement as to the membership of the Association. There are 137 active members, 107 of whom are country shippers. To-day there are on the books 132 grain dealers, 31 track buyers and 6 railroad men, a total of 169 members. Dues are well paid up.

The secretary's report was as follows:

### SECRETARY'S REPORT.

On July 1, 1880, more than one hundred prominent grain dealers of Ohio met at the Beebe House on this historic island and organized the Ohio Grain Dealers' Association. Col. S. H. Hunt was elected president, L. C. Newsom, secretary, and John G. Ridenour, treasurer, all of whom have passed to their reward. The Association has continued up to the present time with varied degrees of success. To-day we have little to regret for lost opportunities and much to be proud of, in that the grain trade of Ohio and its dealers are in as prosperous condition as any of our sister states.

The personnel of our membership ranks high, a spirit of harmony prevails all over the state. Our dealers are prosperous and are satisfied with the present conditions and future prospects. A kind provi-

dence seems to smile on us in a gracious manner, with the present prospects for good crops that are now under cultivation. Our policy has not been one of coercion or arbitrary government of the members. We have tried rather to inculcate that principle of individual dignity, honor and liberty that best subserves an organization, where brotherly love and a respect for each other's rights and welfare prevails. Our membership has shown a marked increase during the year. The work accomplished has been satisfactory and has been done in a quiet, unostentatious manner, not offending any one, and the rough places—of which there have been quite a number—have been smoothed over. Peace and harmony prevail all along our lines and our members are "sawing wood," "saying nothing," "doing business at the old stand" and "adding a few to their bank accounts."

During the last thirty days, the local association, known as the Fremont Association, affiliated with us, two other local associations, the Middle Ohio, or Marion Association, and the Northwestern Ohio, will, no doubt, affiliate later on.

A considerable portion of the grain-producing portion of the state yet remains to be organized into district associations, or rather reorganized, as they were organized a few years since, but for various reasons discontinued. No doubt but that these associations will soon be reorganized and affiliated with the state association. When this is done our Association will be well equipped and equal to any requirement that may be made of it in protecting the regular dealer.

I think the scoop-shovel business has been reduced almost to a minimum, and might say that it is growing less each month. We desire to express our thanks to the track buyers, receivers and commission men who have so loyally stood by the regular shipper in refusing to handle the business of scoopers. It would indeed be a poor recompense if our shippers did not as loyally stand by these people, who have supported them in this fight and many times to their pecuniary loss.

As you well know, we are now affiliated with the National Association. If you have read the "American Elevator and Grain Trade," you know what has been done by the National. Its work is far-reaching and of untold value to the trade.

There has never been a time in the history of the grain trade when general conditions in all the details of the grain business were in as satisfactory a condition as now, and yet we are not at our maximum of usefulness to the individual. There is much to do, many reforms to be made, many abuses to be abolished, both external and internal. We should purify ourselves first and then insist on like conditions outside. All this cannot be done in a month or a year, but the greater effort, the quicker and nearer we can approach that degree of perfection in the trade to which we all aspire.

I wish to thank the officers and members for the generous support they have given me all through the terms of my office, without which my own feeble efforts would have counted for but little.

I would not close this report, or, rather, these informal remarks, without emphasizing the fact that we must have, either by direct membership or by affiliated membership, every regular grain shipper in the state, in order to secure the greatest success for our state association. This must be done, and it cannot be done, except by the assistance of every present member constituting himself a committee of one to work on his non-member neighbor and induce him to bring about this much desired result.

The success and value of this Association will be just as great as the individual members will make it.

Each member should feel that he is indispensable to the success and operation of the Association and should do his share of the work and feel and know that the Association is organized for the good of its members and not for the officers and any particular set of dealers.

In conclusion, let me say to all of you, "Keep your eye on the gun," let no opportunity escape to further the interests of the Ohio Grain Dealers' Association. Get on good terms with your neighbor; give him your confidence; treat him as you would have him do to you; do the fair thing by your farmers—they are your greatest resource; treat them in a manner that will command their respect and confidence; teach them that association work is not inimicable to their interests. When all these things are accomplished, the millennium will be with us.

Mr. McCord then read the following report of the treasurer, to June 17, 1902:

Balance on hand at close last year.....	\$ 18.22
Received during year for dues.....	522.76
Total.....	\$540.98
DISBURSEMENTS.	
Postage, stationery, printing, badges, office supplies, stenographer's services and secretary's salary.....	\$530.92
Balance on hand.....	\$ 10.06
All bills paid up to date.	

Mr. McCord spoke of affiliating with the National Association and the good that had resulted from that action. He said that during the year some complaints about weights in Baltimore and Toledo had been received. These charges had all been investigated.

President Grimes reviewed the work of the National Association and spoke enthusiastically of the last big meeting at Des Moines. The National Association has become a power and is doing a wonderful amount of good. Members don't take hold of the advantages offered by membership as they should. The Association has settled two-thirds of

all complaints amicably. The National is getting to be a big body, and our being affiliated with it has lots of advantages. Low railroad rates will be made for the coming Memphis meeting, and arrangements will be published shortly. We are promised a grand, good time. The nine local associations have taken up the matter and visitors will learn something.

E. W. Seeds moved that a standing committee of three be appointed by the chair and that all resolutions be referred to this committee. Carried.

The chair appointed Mr. Seeds of Columbus, James Ward of Nashville and W. J. Jenkins of St. Paris a standing committee on resolutions.

The president then took up the election of officers and it was moved that Messrs. Tingley, Groce and Hunter be appointed a committee on nominations. Carried.

J. S. Dewey of Blanchester moved that a second committee be appointed to make nominations on another ticket. Carried. The chair appointed Messrs. Dewey, Lamb and Bowman.

Mr. Seeds stated that at the last meeting of the Association himself, Mr. Scott and Mr. Von Wagner had been appointed a committee on claims. Only one claim had been brought to the attention of the committee. That one was on a car of corn in transit 45 days. The claim was now in the hands of an attorney and was a good one on which to make a test case. There was considerable discussion regarding this case and the motion of Mr. Dewey that the committee be continued, with power to act, was carried.

H. C. Tingley of Columbus spoke on the subject of terminal weights. He said he had secured good cars, carefully coopered, that they had been carefully loaded and accurately weighed, but that on 14 cars a shortage of over 300 bushels had been reported. He took the matter up with Baltimore and later referred it to Mr. Stibbens, secretary of the National Association. Mr. Tingley closed his remarks by saying that an official Board of Weighmasters had been appointed at Baltimore and this was the end that the Association had been contending for.

A general discussion of the subject of short weights and terminal markets followed.

The president said that the meeting had been very successful and that he was delighted to have the various subjects come up for discussion.

On motion of Mr. Seeds the meeting adjourned until 7:30 o'clock p. m.

### THURSDAY EVENING.

President Grimes called the meeting to order at 7:30 p. m., and on behalf of Fred Mayer, of J. F. Zahm & Co., Toledo, extended an invitation to the dealers to go on a lake ride the following morning, at 9 o'clock.

A communication was read from Manager McCreary, of the Victory Hotel, inviting the Association to hold its outing and midsummer meeting at Put-in-Bay in 1903.

J. S. Dewey moved that the Association proceed to the election of officers. Carried.

The tickets prepared by the committees were as follows:

Regular Ticket.—President, H. S. Grimes, Portsmouth; vice-president, C. B. Jenkins, Marion; secretary-treasurer, J. W. McCord, Columbus; governing board, R. Turner, Avery; L. S. Churchill, Toledo; J. S. Dewey, Blanchester.

Independent Ticket.—President, C. H. Tingley, Columbus; vice-president, C. B. Jenkins, Marion; secretary-treasurer, J. W. McCord, Columbus; governing board, R. Turner, Avery; James Bennett, Melvin; H. S. Grimes, Portsmouth.

Mr. Tingley said that as his name had been placed on the opposition ticket without his knowledge and as he was on the committee which nominated Mr. Grimes and strongly supported him for president, he asked that his name be withdrawn.

Mr. Turner moved that the rules be suspended and that the secretary cast a unanimous ballot for Mr. Grimes for president. The motion was put by Secretary McCord and carried unanimously.

President Grimes said that it was an honor to



serve the Association for one year as president, and an honor indeed, to serve for more than a year. Last year, he continued, it seemed almost a necessity, on account of the important questions involved, that the presiding officer be continued through another term. "I at first declined my friends' solicitations," he continued, "that I serve as your president again this year, but finally acceded to their wishes. I have served the Association to the best of my ability during the past two years and how well your officers have done, the records will show. We have succeeded in establishing an insurance company by which the members may benefit. We will soon be able to give you cheaper insurance than the old line companies. We have gathered to our fold some 80 odd members since last year and do not owe a dollar. If the members will take advantage of what we have to offer they will be well repaid. Again I thank you."

M. A. Silver moved that as the names of C. B. Jenkins for vice-president, J. W. McCord for secretary-treasurer and R. Turner for one member of the governing board appeared on both tickets, that the president be instructed to cast the ballot of the Association for the officers named. The motion carried.

The election of the two remaining members of the governing board was by ballot and resulted in the election of J. S. Dewey and C. H. Tingley.

The newly elected vice-president, C. B. Jenkins, was called upon, who said that he was glad that he was a member of the Ohio Grain Dealers' Association and with a good president on the one side and able secretary on the other he was sure he should fill his office creditably. If there were any grain dealers of the same territory who did not get along well together, they should come into the Association. He thanked the Association and said he would take pride in making the Association one of the best in the country.

Demands were made for Mr. McCord, who spoke as follows: "You all know that I am a little bashful, but I do not propose to let these other big guns have all the say. I thank you for the honor again received. I am in earnest in the work of the Association and devote a great deal of my time to it."

C. H. Tingley said he did not wish the committee that nominated him for president to think that he did not appreciate the honor, as the contrary was the case. He was proud of the work done by the Association. He said the object of the Association should be to protect the strongest, as well as the weakest, and the interests of all the members should be protected alike.

Mr. Turner said he was interested in Association work and as a member of the governing board would do all he could for the Association.

J. S. Dewey thanked the Association and said he would endeavor to do his duty.

President Grimes introduced Geo. A. Stibbens, secretary of the Grain Dealers' National Association, who said that as he was born in Ohio he felt at home among Ohio grain dealers. He reviewed the work recently done in his office, the details of which had appeared in the "American Elevator and Grain Trade." He spoke of the bad conditions existing in some of the terminal markets, due to careless handling of cars before and after the inspection of grain. The National Association is in its infancy, but its work for the interest of grain dealers is constantly widening and he expected that it would make a saving of thousands of dollars to grain-men yearly.

E. W. Seeds read the report of the committee on resolutions, which was adopted as follows:

Whereas, Serious complaints have been made by members of this body of short weights in grain in certain of the large receiving markets,

Resolved, That we hereby instruct our delegates to the next meeting of the National Association to advocate such action by that body as will contemplate and secure, if possible, the weighing of grain in all the larger receiving centers by a board or committee on which the shippers shall have a fair representation.

Resolved, That the Ohio Grain Dealers' Association, assembled, do petition the Toledo Board of Trade to create a grade of clover seed as contract grade that will be consistent with the average

quality of seed grown tributary to that market during the past five years.

Concerning the question of weights at Toledo, Mr. Culver said that they were willing to leave the weighing of all grain in the hands of the shippers. They could weigh all the grain at Toledo if they wished to do so.

Mr. Seeds said that the resolution referred only to securing proper supervision of weighing.

On the resolution referring to the question of grade of clover seed at Toledo, Mr. Culver said that the object of the resolution was to secure a grade of clover seed of known quantity, so that dealers could hedge with safety against sales the same as on other grain.

W. C. Mullally, secretary of the Northwestern Ohio Grain Dealers' Association, said that his association had asked similar action from the Toledo Produce Exchange a short time ago.

Mr. Culver asked for the reading of a paper on this subject, prepared by Fred Mayer of Toledo, whereupon Mr. Mayer read the paper, which is published elsewhere in this issue.

Mr. Southworth said that the quality of the clover seed depended upon the weather and the farmer, and dealers should be careful in selling seed before it comes to market and they could see what it was.

Mr. Clutter said the resolution was intended to benefit those who wanted to hold their seed and sell in large lots.

C. B. Jenkins moved that Mr. Mayer's invitation to take a boat ride the following morning be accepted, and thanks extended to him for the invitation. The motion prevailed.

On motion by E. W. Seeds, the following delegates were elected to represent the Association at the annual meeting of the Grain Dealers' National Association, to be held in Memphis in October: Col. Charles E. Groce, Circleville; E. W. Seeds, Columbus; J. P. McCaspey, Portsmouth; Fred Mayer, Toledo; E. J. Baker, Monroeville; Grant McMorran, St. Paris; A. A. Cunningham, Tiffin.

The following alternates were selected: A. W. Gibbons, Cleveland; C. R. Hunter, Mechanicsburg; H. S. Heffner, Circleville; M. J. Bierbricker, Bellevue; J. F. Bennett, Wilmington; J. B. Miller, Richmond; A. E. Clutter, Lima.

On motion by E. W. Seeds, the thanks of the Association were tendered to the management of the Hotel Victory for courtesies received, and it was recommended that the governing board give earnest consideration to the invitation to hold the next summer meeting at the same place.

President Grimes announced that Secretary McCord would furnish information to all seeking it on the Ohio Grain Dealers' Mutual Fire Insurance Company, after which the meeting adjourned sine die.

#### A PLEASANT CRUISE.

In response to the invitation of Fred Mayer, of J. F. Zahm & Co., Toledo, Ohio, a majority of the delegates, some of whom were accompanied by their wives, embarked on the steamer Grandin, for a cruise among the beautiful islands which help to make the vicinity of Put-in-Bay one of the most delightful summer resorts in the country. Mr. Mayer was the soul of hospitality and had spared no pains to make the trip a pleasant one.

The start was made at 10 o'clock a. m., and as the little craft was headed out into open water the delegates and their ladies found comfortable seats and settled down to thoroughly enjoy the trip. There was a pronounced swell running and some of the felicitous delegates predicted all sorts of dire disasters in the form of seasickness, but happily these predictions were not fulfilled.

Mr. Mayer distinguished himself as a host and when he was not doing something to make his guests more comfortable was busy pointing out the interesting features of the locality.

On the return trip a stop was made at one of the numerous resorts and the delegates sampled the native wines, for which the islands are famous. The Grandin then returned to the starting point in time for some of the party to take the boat for

Sandusky. The members of the party voted the trip a success and were unanimous in declaring Mr. Mayer a capital entertainer.

#### WHAT THE WILD WAVES SAID.

No seasickness.

Overheard at the Casino: "Oh! Mr. —, where have I met you before?"

As the season was early for lake bathing, visitors were accommodated at the Grotto.

The Victory, though large, isn't any greater than that achieved by the Association.

There weren't enough to go 'round and the machinery men wouldn't give anyone else a chance.

The boat brought from Cleveland A. W. Gibbons, E. M. Folsom, F. C. Rae, F. Teagle and H. M. Strauss.

B. W. Dulaney represented Chas. McCullough of Cincinnati, and W. E. White, Richardson & Co. of Chicago, Ill.

The delegates were furnished with lead pencils by Mr. Lamb, of the Marion Milling & Grain Company of Marion, Ohio.

Some handsome souvenir medals were distributed by H. H. Rice, representing the Nordyke & Marmon Co., Indianapolis, Ind.

Baltimore was represented by A. A. Kuhl, with G. A. Hax & Co., and A. R. Dennis, Chicago representative of Louis Muller Co.

Columbus sent a delegation, consisting of C. H. Tingley, T. R. Herr, J. W. McCord, W. M. McKnight, E. W. Seeds, R. F. Miller, E. A. Storer, C. E. Switzer.

Fred Mayer, of J. F. Zahm & Co., Toledo, Ohio, distributed handsome souvenirs in the form of aluminum paper knives, the ivory handles of which bore the advertisement of the firm.

Insurance interests were looked after by C. A. McCotter and Hugh McAlpin, of the Millers' National Insurance Co.; J. W. Hahn, of the Ohio Millers' Mutual Insurance Co.; H. S. Grimes and J. W. McCord, of Ohio Grain Dealers' Mutual Fire Insurance Co.

The machinery men included H. H. Rice, representing Nordyke & Marmon Co., Indianapolis, Ind.; A. S. Garman, representing the Huntley Mfg. Co., Silver Creek, N. Y.; W. E. Nutt, representing the Hall Distributor Co. of Omaha, Neb.; Charles G. Smith, representing the Cleveland Elevator Bucket Co. of Cleveland, Ohio.

The meeting brought out the following from Toledo: James Hodge, representing the Paddock-Hodge Co.; Chief Grain Inspector Edward H. Culver; Fred Mayer, of J. F. Zahm & Co. D. E. Parsons, representing C. A. King & Co.; F. W. Rundell, of W. A. Rundell & Co.; E. L. Southworth, of Southworth & Co.; W. E. Stone of Churchill & Co.

Ohio dealers who attended were: M. A. Silver, West Jefferson; H. Z. Frese, Sherwood; Raymond P. Lipe, Toledo; J. D. Hoffman, Zionsville, Ind.; D. F. Griffith, Orrville; William McKnight, Columbus; Harry W. Kress, Middletown; Chas. M. Gray, Wooster; J. H. Ingraham, Spencer; C. F. Barnhouse, Morral; James Ward, Nashville; J. Bierbricker, Bellevue; E. J. Baker, Monroeville; G. M. Benfer, Clyde; T. W. Baum, Duvall; Charles E. Groce, Circleville; J. P. McCaspey, Portsmouth; J. S. Dewey, Blanchester; T. O. Beatty, Rattlesnake; C. R. Hunter, Mechanicsburg; J. M. Maddex, Mechanicsburg; C. B. Jenkins, Marion; J. F. Bennett, Wilmington; Ogden Edwards, Troy; D. M. White, Climax; Geo. White, North Robinson; Joe Grundy, Carroll; H. O. Barnhouse, Raymond; C. P. Bauman, Canal Winchester; J. W. Channel, Melvin; C. Rhonemus, Ressville; L. L. Cass, Weston; L. E. Chamberlain, Piqua; C. R. Hopkins, Custer; W. T. S. Kile, Kileville; G. McMorran, St. Paris; Wm. McLaughlin, Bellevue; W. H. Riddle, Sedalia; R. Turner, Avery; D. M. White, Climax.

The first sale of new wheat at St. Louis to a miller took place on June 16, when a car of No. 2 Tennessee wheat was sold to the Marcus Bernheimer Milling Company of Clinton, Mo. The Brinson-Judd Grain Company received the car.



**GEO. W. BROWN.**

The sudden death of George W. Brown, vice-president, treasurer and general manager of the Case Manufacturing Company, Columbus, Ohio, which occurred at his home in that city on the evening of June 6, from paralysis, has removed from the ranks of the mill and elevator furnishers one of the ablest and most lovable men in all the trade—a man whose intelligence, experience and rare executive capacity contributed very largely to the growth and prosperity of the great enterprise with which he had been latterly associated, and whose open, cordial, manly nature endeared him to customers and competitors alike. To the trade at large his taking off came with the shock of a complete surprise, for only a few months ago he had the appearance of robust health. Then, however, he received a warning stroke of paralysis; so that although it was hoped the second seizure might be long deferred and light, those near him were in some degree prepared for the worst.

George W. Brown was born at Orrville, Ohio, forty-eight years ago, and at the age of twelve entered a flouring mill near that place as apprentice. During five years of service he made much good use



GEORGE W. BROWN.

of his opportunities that at the end of that period he was given charge of a neighboring mill. Outgrowing this position also, he secured a place in the Broadway Mill at Cleveland, where in time he was entrusted with full charge of the plant. A few years later he bought a mill in Milan, Ohio, and embarked in business for himself.

He had been milling there but a few years when he was offered and accepted his first appointment with the Case Manufacturing Company, that of a salesman and chief diagramer. He continued in this capacity until 1890, when a desire to reënter the milling business led him to resign and settle in Mobile, Ala., where he conducted the manufacture of meal on a large scale. He had been thus engaged for but two or three years when ill-health led him to dispose of his business and seek the more bracing climate of the North. He now went to Indianapolis and entered the employ of the Nordyke & Marmon Company in the important capacity of a sales manager, a position which he held until the first of January, 1897. On that day he became connected with the Case Manufacturing Company, being immediately elected to the very responsible offices which he filled so ably down to the day of his death. He was buried in the beautiful Greenlawn Cemetery, Columbus, on the 9th of June, leaving as immediate mourners a wife, four sons and four daughters, of whom three are married and living in the South.

Mr. Brown had qualities which not only won him friends on all sides, but bound them to him

with lasting affection. He was a man whom it was a pleasure to work for and with, and nowhere outside of his family will his absence be more keenly felt than among those who have been associated with him in the Case Manufacturing Company for the last five years.

**COURT DECISIONS**

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

**Landlord's Lien and Notice in Kansas.**

The Supreme Court of Kansas, Division No. 2, holds (Stadel vs. Aikins, 68 Pacific Reporter, 1088) that a landlord has a lien upon the crops grown on his farm for the unpaid rent and may recover from anyone who purchases such crops, with notice of the lien, the value of the crop purchased to the extent of the rent due and damages. The notice to the purchaser may be constructive, as well as actual, and a knowledge of facts which should put a purchaser upon inquiry as to the tenancy, the landlord's lien, and the nonpayment of the rent is notice of whatever the inquiry would have disclosed.

**Lien on Stored Wheat for Sacks Furnished.**

By the terms of the contract which the depositors of wheat entered into with a warehouseman they agreed to pay him a stated sum per bushel, payable when the wheat was withdrawn, for cleaning, storing and furnishing the necessary sacks therefor. He furnished his customers with sacks, into which the wheat was placed when thrashed, and these sacks, when filled, were hauled to the warehouse, where they were emptied, and the wheat cleaned and placed in bins with other wheat of like grade and similar quality, where it usually remained until required by the depositors, when it would again be placed in sacks for redelivery or shipment. While the wheat may have been kept in bulk in the bins at the warehouse, it was treated by the warehouseman and the depositors, as being at all times in sacks, which, to all intents and purposes, and as far as the contract of bailment was concerned, the Supreme Court of Oregon says, became a part of the wheat. And the warehouseman, the court holds (Tobin vs. Portland Flouring Mills Co., 68 Pacific Reporter, 749), undoubtedly had a lien upon the wheat deposited in his warehouse to secure the storage charges thereon, as well as for the cost of the sacks which he furnished, and having, as bailee, the possession of the wheat, he could have retained such possession and refused a delivery thereof until such charges were paid.

**Liability on Spurious Checks of Agent to Purchase Grain.**

A firm, who were large purchasers of corn, instead of having their transactions carried forward through their purchasing agent alone, by entrusting him with the custody of the funds, chose, out of considerations largely of bookkeeping, to have an independent disbursing agency. The disbursing agent was a bank. Its duty, in effect, was to pay for such corn as the purchasing agent should report through his checks. To be a little more specific, at the beginning of the season the firm deposited \$450 with the bank in the nature of indemnity against its advances upon the checks. From that time on, for something like six or seven months, various checks of the agent were presented and paid and transmitted at intervals, together with drafts for the respective aggregates. But after this had been going on for about six months, an inspection of the cribs by another agent of the firm showed that they contained less corn than the memoranda on the checks called for. It was then found that during the period covered the purchasing agent had interspersed with the genuine checks a number of spurious

checks and had thereby drawn out of the bank, and, through the bank, from the firm, over \$2,700 more than he had actually paid on account of corn purchases. This the firm sought to recover from the bank, arguing that the bank was guilty of negligence in the payment of the checks in controversy upon forged indorsements, and that, irrespective of this, the legal relationship between the bank and firm was that of banker and depositor; arguing therefrom that, as a matter of law, the loss arising from the payment of these checks must fall upon the bank.

The decision of the United States Circuit Court of Appeals, however, is in favor of the bank (Armour vs. Greene County State Bank, 112 Federal Reporter, 631). It says that upon the question of negligence the Circuit Court found, as a fact, that the negligence of the firm, in their failure to examine the checks forwarded to them by the bank, materially contributed to the loss sued for. A large proportion of the checks in question bore the indorsement of the purchasing agent himself. If this was irregular, the bank should have been notified by the firm as soon as the practice began. In the absence of such notice, his indorsement was in effect a certificate by the drawer of the genuineness of the indorsement of the payee. The bank, so long as it acted in good faith, could not be expected to look beyond such a certificate. Nor, the court says, were the firm in another respect without fault. The checks each bore a memorandum of the amount of purchase. The period over which they ran was from October to April. The truthfulness of the memoranda could have been tested at any time by an inspection of the corn in the cribs. Such inspection was within the power of the firm, but not within the duty undertaken by the bank. A failure to make it by the former, at apt times, lay at the bottom of this loss, and its consequence ought not to be visited upon the bank.

Of course, if the relationship between the parties was that of banker and depositor, these facts relating to negligence, the court says, were largely immaterial. But, in the court's opinion, such legal relationship was not applicable to the transactions under consideration. The bank's obligation under the circumstances was that simply of ordinary care and good faith. It had the right, in the absence of facts putting it upon notice, to rely upon the purchasing agent's integrity. It was intrusted with no power to supervise or change his methods of transacting the business in hand, and there was no evidence impeaching its good faith, or disclosing facts that ought to have put it upon its guard. The bank was, therefore, guiltless of negligence, and laying aside, for the time, any consideration of the firm's negligence, the case was one where one of two innocent parties, standing in equal relation as to obligation, must suffer through the fraud of a third. By a familiar maxim of the law, the loss in such case must fall upon the firm, who, by their selection of the purchasing agent in the first instance, made the loss possible.

**CANADIAN PACIFIC RAILWAY ELEVATOR AT FORT WILLIAM.**

The Macdonald Engineering Company of Chicago has begun work on the Canadian Pacific Railway 2,000,000-bushel annex at Fort William. The annex will consist of 84 steel tanks, built on the Macdonald system. There will be no unloading facilities in connection with the house, the unloading being done through the company's elevator "B," the grain being conveyed by a belt to the new storage house, where it will be elevated and deposited in the bin desired. Below the bins in arched passages there will be four belts to convey the grain to the four shipping bins facing on the river, where it will be discharged from two, three or four spouts, each spout having an individual capacity of 15,000 per hour, the maximum at any one time from the elevator being 30,000.

The machinery will be operated by electricity, generated by a high speed Corliss Engine, the power required being about 325 horsepower.



## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### STILL IN THE GRAIN BUSINESS.

*Editor American Elevator and Grain Trade:*—I have moved to Bloomington from Cooksville and would like to have you change the address of my "American Elevator and Grain Trade" accordingly.

I have sold out my interests at Cooksville, but have an elevator at Holder, Ill., and intend taking on another station soon. So am still in the grain business and want the paper same as ever.

Yours truly, J. E. HAWTHORNE.

Bloomington, Ill.

### TRADE NOT AFFECTED BY AUTOMOBILES

*Editor American Elevator and Grain Trade:*—In our opinion, the automobile cuts no figure in the grain or hay business. Most of the people that we know of in our city using them are those that have not kept horses, but have depended on street cars for their pleasure rides, etc. Have never heard of an instance where anyone has disposed of his horses to take up with the auto, and believe it will be found in other cities the same as in ours.

Yours truly, D. MARTIN & CO.

Cleveland, Ohio.

### FROM MINNESOTA TO TENNESSEE.

*Editor American Elevator and Grain Trade:*—Kindly change the address of the "American Elevator and Grain Trade" now mailed to me at Glencoe, Minn., to Belmont Milling Company, Murfreesboro, Tenn.

A. B. and S. W. Tredway, formerly of the Tredway Elevator Company at Glencoe, Minn., have purchased a three-fourths interest in the Belmont Milling Company at this place and will assume charge of the business. Will also enter into the grain and elevator business in this section.

Yours very truly, S. W. TREDWAY.

Murfreesboro, Tenn.

### DANGER OF TOO MANY ELEVATORS.

*Editor American Elevator and Grain Trade:*—In regard to the erecting of so many new elevators along the lines in the West, I do not think that it is an increased acreage of grain that is causing it, but rather a desire of parties to get into the business at every small opening where they think it will prove at all profitable by getting trade from some other point. I believe that in time there is going to be a surplus of elevators. It is the same in all kinds of trade; at times it gets overdone and carried to a point where there is liable to be a loss instead of a profit on the investment.

Yours truly, W. B. BANNING.

Union, Neb.

### HAY CARS SHOULD BE LOADED UNIFORMLY.

*Editor American Elevator and Grain Trade:*—In response to the question, Does the automobile affect the hay and grain trade in your section of the country? We wish to state that it does not, for the simple reason that it is too expensive. However, should the price be reduced to a nominal sum, say the cost of a horse and buggy, it would no doubt affect our trade considerably. We think, though, that it will be quite a number of years before this can be done. There are but few automobiles in and about Cincinnati.

As to the hay business in our territory, we wish to state that it is handled as perfectly as in any other city. It could be handled with much less trouble and with much more satisfaction if the shippers in the country would be more careful. What we mean by this principally, is to load their cars straight; in other words, they should be loaded throughout as they appear at the doors.

What gives hay men the most trouble is the different varieties and grades placed in one car.

The receiver is in no way at fault regarding this, for it rests entirely with the shipper in the country. We ship thousands and thousands of cars into the southern country from our hay house here in the city. We load the cars throughout as they appear at the doors, and we never have any trouble with our grade.

This is a very important matter that should be brought before country shippers, who as a rule attend our conventions more largely than anyone else.

Respectfully yours,

HENRY HEILE & SONS.

Cincinnati.

### AUTOMOBILE WILL NOT AFFECT TRADE.

*Editor American Elevator and Grain Trade:*—I do not think the automobile will materially affect the hay and grain trade of this country. Does not look like it now. The country is growing a great deal faster than the automobile is replacing the horse. My reasons for thinking it is not going to affect this trade is that it is not practical, is too high-priced and it takes an expert to run it. It is expensive to keep them in repair; from what I can learn, more so than a horse.

In regard to the hay trade in this territory, it has not been very satisfactory this year on account of the quality of hay.

Very truly,

C. HATCHER & CO.

Tiffin, Ohio.

### CHANGE IN ST. LOUIS COMMISSION FIRM.

*Editor American Elevator and Grain Trade:*—Having concluded to discontinue our grain, hay and seed commission business, have this day sold our office effects to Messrs. G. L. Graham & Co., and arranged with them to handle any shipments to us after this date. We will settle all business in effect at this date (June 23).

In withdrawing from the commission business we thank our friends for the liberal patronage given us, and cheerfully commend to them Messrs. G. L. Graham & Co. and bespeak for them your patronage when shipping to this market, knowing them to be reliable and competent to protect your interests, in every way.

Very respectfully,

PARROTT-BAXTER GRAIN CO.

St. Louis, Mo.

### THE AUTOMOBILE NOT TO BE FEARED.

*Editor American Elevator and Grain Trade:*—The question in regard to what effect the automobile will have on the consumption of grain and hay is an interesting subject. It is clearly evident the automobile is destined to take the place of the horse in many lines, especially in the cities. The reasons for this are many, and not necessary to enumerate here. This change, however, will be gradual and its effect will fall on the trade more or less as did the bicycle, and the change from the horse car to the trolley. If these new methods of locomotion had all been brought forward at once and put into use simultaneously, the effect would have been disastrous, probably, to the trade, temporarily at least. But coming in as they have in the past, and will in the future, gradually, they have not, and most likely will not in the future more than keep pace with the increase in population, and consequently increased demands of the country.

The immense increase in the purchasing power of the people, owing to steady employment and better pay, has vastly increased the consumption of the farm products, and as the population increases a larger consumption must necessarily follow.

I believe the time is not far off when the automobile will be the common vehicle, and the horse-drawn vehicle on our streets will be like the automobile in some sections is now—a curiosity. The horse will continue to be used for the farm, bad roads, war and pleasure. At the same time I do not believe it will work any great injury to the farming or stock-raising interests, and I would not advise our friends to prepare too soon to abandon the hay and grain business. They will pay better with this great new industry added.

In regard to the hay crop, Ohio will not raise

a full crop; probably 60 to 75 per cent compared with last year.

Yours truly,

JAS. P. McALISTER.

Columbus, Ohio.

### T. P. BAXTER EXPLAINS.

*Editor American Elevator and Grain Trade:*—We sent you letter dated June 23, announcing our sale to Messrs. Graham & Co., and that from that date we would not do any more new business, but simply clean up and withdraw in our usual modesty.

Our intentions for that movement were, with the hope to do full justice to our Illinois business in the name of Pratt-Baxter Grain Co., operating country elevators, also the fact that the class of business we were doing here was not entirely satisfactory, it being attended with very great details, and many features quite unsatisfactory. We enjoyed a liberal patronage, in fact, we believe we had a good average business, compared with other houses in this market.

We are very thankful to our Illinois friends for the liberal patronage they gave us, which we enjoyed and appreciated fully, and we hope if it becomes possible for the writer to do so, to reciprocate such favors. You may give assurance to the members of the Illinois Grain Dealers' Association that Baxter will be found in the harness, working for the common interest and welfare of the trade in general.

Yours truly,

T. P. BAXTER.

St. Louis, Mo.

### ST. LOUIS WEIGHING NOT SATISFACTORILY SETTLED.

*Editor American Elevator and Grain Trade:*—At the meeting of the Illinois Grain Dealers' Association held at Decatur on June 10 and 11, the following resolutions regarding the supervision of weights at St. Louis and East St. Louis were adopted:

"Whereas, The grain dealers of the state of Illinois, also the sister associations of the states of Missouri, Iowa, Nebraska, Kansas and Oklahoma, both individually and in convention in the past, have exerted themselves most strenuously in an effort to secure such a system of weighing at St. Louis and East St. Louis as would properly safeguard the interests of all shippers to those markets; and,

Whereas, As a result of such efforts on the part of the grain dealers of the above-named associations, the Merchants' Exchange of St. Louis has undertaken to inaugurate, and, as a matter of fact, has already installed, a system of supervising all of the weighing of grain at those points by regular sworn and salaried experts supervising, and thereby assuring the success of the plan we have so long worked for;" etc.

In this connection we would state that since the above meeting we have been sending some corn to East St. Louis, supposing we could, of course, have the grain weighed under the supervision of the Board of Trade, and as suggested by this resolution, we wrote our commission men as follows:

"Please take note and hereafter have all of our grain arriving there either sold on our weights or under the supervision of the Board of Trade, as recently established. Make a particular note of this and weigh at only such stations as are under the supervision of the Board of Trade."

In answer to this letter we have received the following:

"We could have gotten more money out of the corn on the east side except for your restrictions about the supervision of weights. Track lots are not supervised, so that we were compelled to sell to an elevator, as could not on your weights. \* \* \* Oats about the same as yesterday, and it will be next to impossible to sell your oats under your restrictions here, as very few go to the public elevator. Demand is mainly from feed dealers, who haul from track. This is largely the case on corn, too, just now."

We do not think this matter should rest here, but think our National Association should take steps toward putting our own men into St. Louis and East St. Louis, who shall be paid so much per car by parties belonging to the National Grain Dealers' Association, who wish to have the weighing of their



grain looked after. We are willing to pay 50 to 75 cents per car for our stuff shipped to this market or to any other, toward paying such men. The weighing matter is not settled satisfactorily as yet in more than two or three markets to which we ship. It is a matter of vital importance, our experience having been almost identical with that of Mr. J. M. Camp of Bement in this regard. Would like to know what the National Association is doing along these lines.

Yours very truly, E. R. ULRICH JR.  
Springfield, Ill.

#### MIXING GRAIN IN COUNTRY ELEVATORS

*Editor American Elevator and Grain Trade:*—There are three principal ways of mixing grain in country elevators, and three only, but exactly three more than are necessary.

First, at the point of distribution, where nine-tenths of all mixtures occur.

The blame for this rests on the owner. If he expects his elevator man to keep his grain and grades separate, he should furnish a distributor that will do it, and not expect an agent to accomplish the impossible with the usual miserable contrivances.

Second, leaky bins.

When the grain in one is lowered, grain from the other runs in and mixes—a perfectly natural consequence. The owner is again to blame. He should provide grain-tight bins before he provides grain to fill them; otherwise why not provide a sieve to hold water.

Third, carelessness of the agent in dumping into the pit two kinds of grain, or directing his distributing spout into a bin already containing a different kind of grain.

Here primarily the agent is blamable. A remedy, however, is still left to the owner for this third cause of mixing if he provides for the two former, but not otherwise.

Let elevator owners who notice "docked for mixed grain" in their returns from destination ponder over this and not hastily attempt to shove the blame where it does not belong.

There is no more need of mixing grain in a country elevator than there is in mixing flour in a mill. Provisions should always be made to prevent it, chiefly, as above shown, in the selection of a distributor.

Yours truly, FRANKLIN HALL.  
Omaha, Neb.

#### NO RECEIVER APPLIED FOR.

*Editor American Elevator and Grain Trade:*—We notice in your issue of June 15, 1902, the following: "The Samuel Born Company of Lafayette, Ind., has applied for a receiver."

It has been our custom to totally ignore all the drivel that has been directed at our concern from sources unable to compete honestly for some time past, realizing that the effect of the indecent, dishonest and false matter circulated behind the authority of irresponsible individuals, against whom there was no recourse in a court of justice, would naturally, when the facts were determined, reflect to our good instead of to the traducers' benefit, and we certainly will not direct to you a communication which would rest as a criticism for a news item inserted in your columns if based upon reasonably certain information in your hands.

The Samuel Born Company has not applied for a receiver, nor has any of its creditors, if any. Further, the Samuel Born Company at no time since its incorporation has had its fully paid-up capital impaired in any way. A proper examination of records will show that the Samuel Born Company has more unincumbered property than all the grain men of Lafayette combined.

At time of fire to our transient house at Lafayette there was a considerable quantity of grain carried in store for farmers who had no insurance whatever, and our insurance carried less than one-third of what the house actually contained, but each farmer was paid in full without respect to our legal rights. We are informed that others in the trade were not so careful of their customers' interest.

We were, and are, renters of a certain warehouse owned by J. and T. Murdock, in the city of Lafayette, on which there is a dispute as to occupancy, and they have sued for possession, asking for a receiver for the house, their attorneys employing language which is protected by court usage, however malicious, which wording could not be construed as asking for a receiver for this company, particularly as they have no claim of any kind.

We respectfully request that you correct the impression that your item will naturally create among your readers.

Respectfully,  
THE SAMUEL BORN COMPANY.  
Lafayette, Ind.

#### F. J. DELANY.

As a native of Peru, Ill., F. J. Delany might be expected to take a personal interest in the old Illinois and Michigan Canal. The canal has always been an important element in Peru's commercial history, and one can readily imagine how a son of Peru would remember kindly the beneficent influence the canal has always had on transportation rates in the Illinois Valley during the past fifty years and more, and wish to protect it from dissolu-



F. J. DELANY.

tion. It was, then, an inestimable service which Mr. Delany did for the canal when at the last session of the Illinois legislature he pleaded successfully with the committees on appropriations of both senate and house, for an extraordinary appropriation of \$150,000 in aid of the canal. But for this appropriation, which enabled the canal commission to make certain indispensable repairs and to restart the Bridgeport pumps, so gracelessly abandoned by the city of Chicago and the drainage trustees, the canal would undoubtedly have been abandoned at the end of the season of 1900. As it is, it is sure to continue at least through the present season.

The basis of this successful piece of work, from which all grain dealers in Northern Illinois benefited, was Mr. Delany's railroad rate map of the canal country, published early in 1901 in these columns, showing in graphic form just how the canal acts as a hammer to influence railroad rates. This map was so carefully prepared that it was eagerly republished by the newspapers in the canal towns, and has been reprinted in the last official report of the canal commission of this state (one might add, sub rosa, as the best excuse the commissioners might offer for their own existence).

Mr. Delany got mixed up with the grain business at the age of 17 years, when he was employed as manager for the Peru Elevator Company of its elevator at Ladd, a mining town near Peru, where he was buried, so to say, for about two years. Then he became a clerk for the Rock Island Road at Peru, leaving the railway to become a reporter on,

and later, city editor of, the La Salle Daily Democrat. Surviving two years of this experience, he came to Chicago, hunting fame, with salary attached, as a newspaper reporter, but he gladly (one suspects, all things considered) stepped from under the shadow of the city editor's mythical tripod to take a position with the Nash-Wright Company, as traveling representative. That was about four years ago, and he still represents that well known house in Illinois, Iowa, Wisconsin and Minnesota. He has every reason to feel satisfied with his work for the company. He is popular with both receivers and their clerks and traveling men, and also with the station operators, not only because "he's a good fellow," but because he is a man of good common sense; while the various local associations whose meetings he takes pleasure in attending always find him useful and his suggestions beneficial.

#### TAPPING WIRES AT KANSAS CITY.

The problem which has long confronted the Chicago Board of Trade—how the Christie Grain and Stock Company got the grain quotations which enable it to continue business from day to day—has not yet been solved, although a recent find of smooth wire-tapping on the fourth floor of the Kansas City Board of Trade building gave an inkling. An anonymous letter gave a clue which the Chicago Board's wire experts uncovered. The tap was found behind the private blackboard of the F. P. Smith Commission Company, where two telephone transmitters, located within a few inches of the telegraph instrument of the office, were found attached to a set of wires, which were connected with the Christie headquarters, on cutting which wires the service in the latter office ceased.

Mr. Smith of the commission company, a correspondent of Harris, Gates & Co. of Chicago, declared himself ignorant of the clever mechanical thief; and Harris, Gates & Co. are equally indignant at the theft. Some employee of the Kansas City firm is thought guilty of the theft.

The suspension of quotations to the Christie concern was but temporary, however, for they were resumed as usual next morning, coming from an unknown source, which the electrical experts have as yet been unable to uncover. C. C. Christie, speaking of the episode referred to above, said: "We don't have to steal quotations. I have at least a dozen channels by which I can get quotations;" and it looks as though this were true. But all the leaks seem to be from the Kansas City Board wires, just the same.

#### JOINT MEETING OF IOWA GRAIN DEALERS.

About forty grain dealers, members of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, and the Iowa Grain Dealers' Association, met at Atlantic, Iowa, June 30, at 8 p. m. President Hunter, of the Grain Dealers' Union, presided.

The meeting was called preparatory to handling the new crop, and especial interest was taken in getting out the dealers along the Rock Island Road. A number of the dealers attended.

The meeting opened with a paper by Secretary Geo. A. Wells, on the subject, "Organization, Coordinated Action and Harmony."

Each dealer present made a statement as to the condition of trade at his particular station and everything was reported in a harmonious condition, except in one or two cases.

The Farmers' Grain Company of Nez Perce, Idaho, will handle flax by a new tramway, to run from a point about five miles east and two miles north of Nez Perce to a terminal on the Clearwater Short Line, near Pardee. The tramway complete and installed will cost about \$8,000. The Farmers' Grain Company is officered as follows: President, W. B. Martin; secretary, Frank Jones; manager, J. B. Louby.



## MIDSUMMER MEETING OF THE INDIANA GRAIN DEALERS' ASSOCIATION.

President E. H. Wolcott of Wolcott, Ind., called the meeting to order at 10:30 a. m., June 25, in the assembly hall of Board of Trade Building, Indianapolis, on June 25, 1902, and read an address as follows:

### PRESIDENT'S ADDRESS.

It is a great pleasure, gentlemen, to greet you at this, our first semi-annual or midsummer meeting. The progress of association work the last year has been most marked and important. In our own state we have commenced a new era in the grain trade. The various local associations that accomplished such good work, that brought the trade out of the "slough of Despond," were all combined and the present state Association formed. We have still attempted to maintain the local work, only much restricted and confined, the general work being turned over to the state secretary. The whole state is now our field, and I ask your indulgence now to say some words of praise of your secretary.

He has most kindly kept me informed of part of his work, and I have had the pleasure of being with him in some outside work. I have also heard of his work and it is most commendable. He has entered zealously into his new duties and, I feel confident, given his whole time and attention toward making the Association a success. His labors are not all pleasant or successful, but I believe he is following the right line of work and the showing next annual meeting will demonstrate what has been done.

There are various sections of the state that afford a most excellent field of work, and there are other sections that yet need more thorough organization; these we shall give attention to as we find time, though so far it has been deemed best for your secretary to use his best judgment and work where he thought his efforts would be most effective.

As a state organization we find our field much enlarged. We are brought to consider questions of general importance to the trade. One of those that have received our consideration has been the question of mutual insurance. The burdensome rates of the old companies have made serious inroads upon profits already small and impaired on account of crop shortages and high prices. Your committee will to-day make its report. The question of forming a mutual insurance company has been thoroughly considered, and whether it will be desirable to consider the establishment of this department in connection with our other work will be left to your approval. I beg of you, gentlemen, to give this your careful consideration; it means much indeed to the trade. The successful formation of a good company means ease in placing your risks; it means economy in paying your premiums.

The grain trade has also been burdened in the past by some unwise legislation, legislation of such a character that we have been defrauded time and time again without any recourse as far as existing laws are concerned. I refer now especially to the landlord's lien law, which makes every grain dealer in the state responsible for any tenant's non-payment of rent, waiving all notice on the part of landlords. This shall receive our consideration, and a just and equitable law, such as will protect both the landlord and dealer, will be presented for approval at the next session.

I have noticed that in preparing questions for discussion, your secretary has assigned to the unorganized portion of the state some questions that are of most importance to those localities; in fact, some that even in the organized portions are yet causing disturbances. Nothing can be more serious than the bag-lending evil. Every dealer condemns it; every dealer laments his own weakness in yielding, and seeks relief. But that is the trouble. It is absolutely necessary that harmony and confidence shall exist in order to overcome this source of serious loss. It is for you gentlemen to decide. I trust it will be discussed thoroughly and fearlessly, that you show it up in its naked ugliness, and "cut it out."

The advantages that come from organization are so manifold that to those who have felt their influence it seems that no other condition should be considered. The pleasure of engaging in a business openly and fairly, without those petty and annoying occurrences that a local fight brings about, is worth much to those peaceably inclined, and as a financial investment, however fought successfully. To have harmony, there must be confidence. To have confidence we must have personal knowledge and mutual interests. This the Association accomplishes. It brings you together; brings you in touch with the receiver and exporter; enlarges your field of knowledge and broadens your views. No man is so hard to convince or satisfy as the man of circumscribed knowledge. Increase our knowledge and we grow broad, liberal and progressive. We can only learn of our fellow-man by intercourse with him. You don't really know your competitor till you meet him and test him. This is one of the results of membership in this Association and one we should appreciate highly. We would miss these meetings, these friendships, much if we had to go back to the old days.

The response from the southern part of the state was made by John F. Courcier, who said that Southern Indiana is a great producer of grain and in close touch with the South. He would like to see association work extend to the southern part of the state, and he pledged that Evansville would lend her support to the work. They are anxious to see the state of Indiana thoroughly organized.

F. W. Jaeger of Toledo, Ohio, read the paper

on "Clover Seed Inspection" which is presented elsewhere in this issue.

The response for the western part of the state was made by John C. Ross, Lafayette, who said: "In order to really understand the benefits that we have had from our Association one must have been a grain dealer 20 years ago. At that time the grain business was in a demoralized condition and grain men looked upon each other as natural enemies. There was very little money made in the grain business and elevator property was a glut on the market. Now all is changed. Grain men are friendly, and conditions are such that the business can be run profitably. In weights at terminal markets and rate discrimination the Association has been of great benefit."

The chair said that he would like to supplement Mr. Ross' remarks. In Western Indiana the Association had put down a piracy in the grain business, which would have been a good thing even if the Association had never done anything else.

P. E. Goodrich responded for conditions in the eastern part of state: "Our Association has done some good work in our territory. Your secretary has put an end to all the friction that existed in our neighborhood and we are now getting along nicely. Conditions are much better than they were a few years ago. Under our Association we are paying farmers more for their grain than they ever got before and I think they realize this fact."

An adjournment was taken for dinner.

### AFTERNOON SESSION.

The chairman called the meeting to order at 1:30 and correspondence relating to various subjects was read by Secretary Sampson.

Letters were read from Churchill-White Grain Company, Chicago; Paddock-Hodge Company, Toledo; J. K. Slack, Muncie, Ind.; E. A. Baker of Butler, Ind.; O. J. Toppan, Kokomo; H. S. Grimes, Portsmouth, Ohio; J. W. McCord, Columbus, Ohio; George A. Stibbens, Chicago.

A paper was read by W. H. Barker on the "Necessity of Local and State Associations."

President Wolcott read the report of the Committee on Mutual Fire Insurance, as follows:

### INSURANCE COMMITTEE'S REPORT.

Your committee appointed to investigate the plan of organizing a Grain Dealers' Mutual Fire Insurance Company and report the advisability of completing such an organization, beg to submit their report, as follows:

(1) A copy of articles of incorporation permissible under the Indiana law has been prepared and is attached hereto and forms a portion of this report.

(2) Upon considering the advisability of organizing a company of this character we, your committee, have given the matter some investigation and consideration, and have been greatly assisted in our efforts by our worthy secretary, Mr. Sampson, whom we wish to thank for his services.

We understand that a movement is on foot to organize a national grain elevator insurance company, and, believing such an organization might be more efficient in solving the insurance question than independent state organizations, we recommend that the secretary of this Association keep in touch with the prospective movement, to the end that should the same approach the position of practicability and success, we may be prepared to cooperate with them, thus securing to our members the benefits that would be expected to follow a successful state organization.

Your committee, therefore, makes this brief report and respectfully asks for further time for investigation and report as to the progress of the prospective national organization, and we further recommend that the secretary be instructed to follow the progress of the national organization and report the same to the members of this organization.

(Signed)

CHARLES B. RILEY,  
JAMES W. SALE,  
CLOYD LOUGHEY.

John F. Courcier moved that the Association concur in the report of the committee. Carried.

The chairman introduced Geo. A. Stibbens, secretary of the Grain Dealers' National Association, who read a paper on "What the National Association has done for your Organization and others."

E. H. Culver, chief grain inspector of Toledo, Ohio, being called upon, said that it was one of the great pleasures of his life to attend a meeting of the Indiana Grain Dealers' Association and hear no complaints over Toledo inspection. Toledo was striving as far as possible to be fair in all its departments. In closing, Mr. Culver said that Mr. Wallace, chief seed inspector of Toledo, was pres-

ent, who would answer all questions as to the seed inspection department.

Tom Morrison of Kokomo introduced the question of the grading of prime clover seed at Toledo. In his opinion the contract grade of prime seed should conform to the grade of prime seed raised in sections tributary to Toledo.

Mr. Keller and others spoke on the question and explained the grades of seed on the Toledo market. The arguments of the Toledo men were that the quality of Toledo prime seed is established throughout the country and is just to the buyer as well as to the seller. The whole world trades in prime seed at Toledo, and it was the only market in the world where clover seed could be traded in freely for future delivery. As there are a great many contracts not based on the Toledo Standard Prime Seed they did not think it advisable to make any change at the present time.

The following delegates were selected to attend the annual meeting of the National Hay Association at Put-in-Bay on July 10-12: B. F. Crabbs of Crawfordsville; C. G. Egly, Berne; M. Johnson, Evansville.

Secretary Sampson read his report, as follows:

### SECRETARY'S REPORT.

Owing to the fact that our worthy president has addressed you on the general interests and possibilities connected with the Association's work, and that you have heard from the four geographical locations of our great state in regard to the conditions existing there, I will not take up your time on these same matters. I more especially desire to call your attention to some of the things that confront me as secretary in the work for you and demanded by you.

One thing that very frequently confronts me is what some dealer—not having sufficient information upon the workings of the Association—generally tells the farmers; that is, that he does not belong to any trust and can pay what price he pleases and conducts his business according to his own judgment.

I call your attention to a statement made by the Hon. John P. Jones before the United States Senate: "Association stands for strength, for concentration, for intensity, for achievement. Isolation stands for feebleness, for ignorance, for inefficiency. It is the negation of achievement; it implies expenditure of force without proportionate result; it involves waste of physical energy and induces mental languor and impotence. Whatever, therefore, tends to bring men together, tends to lighten the burden of each, while multiplying the achievements of all." Thus you will see they have the wrong meaning of the word association.

Looking at the matter in another light, it would be impossible for our organization to be termed a trust, because we in no way regulate the prices paid for grain nor the selling of it, but wherever it is possible to create harmony and especially confidence we recommend that the dealers agree among themselves on a margin of profit for handling their grain.

I am often confronted with the statement that, "If Mr. Jones, my competitor, will join the Association, I will." If I were to hand you a check for \$100, would you make this same statement? Of course not; you would take it. Then, why not take a membership in an association which leads to a betterment of conditions in buying and handling grain, and to harmony with your competitor? It is impossible to get all of the dealers in any one vicinity to act unanimously. Therefore you must act independently of each other in the start and trust to the future for a unanimity of action.

The local meetings are the most important work done by our organization, and it is possible through them to discuss questions that would have no interest in a meeting of this character, as the attendance to-day is from too wide a scope of territory. I am sorry to relate that as a rule too little importance is attached to these local meetings. Where there are possibilities for prosperous times with the grain dealers and crop prospects are flattering, money can be made if the crop is handled properly. If otherwise, it will result in a loss of energy, time and money. Past experience of those in other states that have organizations have demonstrated the fact that uniform methods and a pull together give best results. A thorough understanding as to these essentials cannot be had without a conference and a meeting of those interested; hence, if you stay away from the local meetings, it is your loss as much as a loss to the other dealers. When a local meeting is called in your vicinity it is the duty of every member of this Association to attend. We can hardly expect the non-member dealers to attend if our members will not. The most successful results cannot be accomplished without the successful cooperation of all. Do not think only of your own convenience and remain at home, believing your neighbor will attend and tell you all about it. Come yourself, put your shoulder to the wheel and help push dollars—that will result—into your pocket. No fully attended meeting of any division of this Association has ever adjourned without accomplishing some good. Some meetings fail to accomplish what is desired because of the absence of some one or two. A conference that might have resulted has often weakened by some one remaining away. Your absence is even considered by others as evidence of indifference to progress. It also leads to the belief that you are troubled with a guilty conscience. Even if you are, come out, as an honest confession is good for the soul and is ease to the mind as well. Then again, when you are preparing to attend these local meetings it is your



duty, both to the Association and to yourself, to see that your neighbor and competitor are there also.

In the matter of payment of your dues, I have found that there are a great many, when a statement is rendered, who lay it aside unheeded, and I regret to say that when our bills for the dues payable on April 8 were sent out, there was a list of about 75 who did not respond for about 30 days. With some of these it required a third, fourth and fifth notice, and then I was obliged to make drafts upon them, with the result that some are yet unpaid and some were returned unpaid, and up to this time have not given any reason therefor. In some instances I found that the members had sold out their business and not reported the same to me. Others had grievances that they were keeping quietly to themselves and using this as an excuse in their own mind for not paying up. If you have a grievance, report it promptly, so that it can be fully investigated, and you can thereby receive the benefits of the Association that are due you. You can readily see that this neglect upon your part is not only annoying to the secretary, but is quite an additional expense in the matter of postage, and also time taken from my other duties. Another matter of expense that goes into collection of dues by drafts is the exchange. This the members should pay themselves and not expect the Association to take their dues at a discount. One member made the serious objection in his mind that as there are over 800 dealers in the state he did not see what the Association was going to do with \$8,000. In the first place, we have not 800 members, and in the second place, it is costing us considerable money in postage, printing, advertising and traveling expenses, to say nothing of the secretary's salary and that of a stenographer, to organize the unorganized parts of the state. I think we are to be congratulated on the fact that although we have been organized less than six months, we have been able to do as much effective work as we have. And had it not been for the fact that some of our members had paid more than the requirements of the constitution and by-laws at the time of joining, our resources would have been far less than the requirements. Owing to the fact that this is not an annual meeting and the pressure of business, I have not been able to prepare a detailed statement of our financial condition, but will say for the benefit of the brother above referred to, that we have a good place for every dollar we have in sight and that can be obtained from new members for the next year to come.

In the matter of correspondence, the work of the secretary would be greatly facilitated if some of you would be more prompt in answering letters and in some cases enter into the details in the start, rather than withhold them for future correspondence. In this same connection I might here state that I have had frequent complaints from some receivers in regard to grievances that the shippers have had with them when grain had not turned out as they expected and had consequently left a balance in favor of the receiver. In one instance I now recall, a shipper had several cars of oats go wrong and ordered them reshipped to another market. The weights fell short, and on account of being off grade the difference amounted to some \$200. The receiver notified the shipper of the fact, with a statement and a second one. To this there was no reply, and when one day one of his representatives called upon the shipper and explained the matter to him, the shipper remarked that it was all right. Upon returning home he reported the matter. The house made draft upon him for the balance; the draft was returned, and upon being asked for an explanation said that the amount was not correct. Would it not have been better when the first statement was sent to have reported the deficiency and thereby saved all the controversy and subsequent feeling that there had been ill treatment by both parties?

In taking up the matter with the receivers in some markets of confining their business to regular grain dealers, I have been confronted with the proposition that "We are willing to cooperate with you and your organization in this matter, provided your members, when selling in our market, confine their business to the regular receivers and not break through the ranks of the middleman and sell direct to our customers—the consumer." This is a fair proposition and one that should receive the consideration of every shipper in the state of Indiana who believes in justice to all parties engaged in regular business channels. In my position as your secretary I am forced to admit that if we desire success in our organization we must maintain the friendship and support of the receivers. A great many of the country shippers have the idea that receivers are a class of men who desire to take the advantage of them whenever it is possible to do so, and very frequently unjust complaints are made, and in justice to all we must decide in favor of those that are in the right, regardless of the fact that at times our decision is against one of our members. Our Association stands for right, and unless a shipper or receiver can support us and live up to our rules when he is in the wrong, it is better that he be not listed as one of our members.

In the matter of arbitration we have adopted this as the only possible way of peaceable adjustment of differences. In this manner it is considered to be above price to those who conscientiously desire fair play. It has been demonstrated by results in Texas and Iowa, where arbitration has been more in vogue in association work, that it is a success, promoting the interest of both the selling and buying of grain and grain products, the buyer feeling that he has recourse on all association men when there is a failure to comply with their contracts, and the seller has the same assurance when he deals with an association man. This state of things did not exist prior to the arbitration feature. Now we have the certainty of settling differences at a nominal cost entirely satisfactorily to all right thinking men, but in the past we had to submit these matters to the courts of our country, which were frequently slow and not as able to decide them as a committee composed of men conversant with the rules and customs of the grain business.

At this point I call your attention to a bulletin recently issued by Secretary Dorsey of the Texas Grain Dealers' Association, in which he notes members who have been expelled and suspended under three different heads—refusing to arbitrate, failure and refusal to abide by results of the arbitration committee, and suspension for non-payment of dues. President J. P. Harrison of Sherman, Texas, in commenting upon this bulletin, says, in part, as follows: "I can understand how, through negligence and inattention to notices a good man could overlook the payment of his dues to the Association until suspended from the list of active membership. I might, too, with a vivid imagination, conceive how it could be possible for other men not quite so good to permit their names to be dropped from the rolls through failure or refusal to submit a case to arbitration, but it is incomprehensible to me that men could hold their honor to be so cheap a thing as to besmirch it by a refusal to abide by the decision of an arbitration court, to a trial by which they as members had submitted with the pledge of abiding by the decision. To the class last named by Secretary Dorsey I desire to go on record as saying that in permitting your names to be suspended for non-payment of dues without having taken prompt steps to have your membership reinstated, you align yourselves with that dangerous class which, for value received, glibly promise to pay anything, and which on maturity, without response of any sort, placidly allow this paper to go to protest. I dare say you feel greatly aggrieved when advised by wire that payment of your draft for a car of stuff has been refused and doubtless in language more forcible than polite express your contempt for the man who, after obligating himself to pay on demand, refuses to do so. A failure to pay your dues is just as much a violation of contract as would be the failure of one of your customers to pay your draft for a car of grain, which payment, on presentation, had been promised. Of the two, a failure to pay your dues is much more despicable, in that it is petty. In commenting upon that class of suspensions, the ease of refusal to arbitrate, they are pledged to arbitrate, when it should be required of them, upon joining the Association. Their refusal to do so, therefore, brands them as liars. Moreover, such a refusal is not far removed from an admission of guilt.

"As to those compound liars, that third-class, which submits to arbitration and then refuses to abide by the decision of the arbitration court, I marvel that it has for so long kept out of the penitentiary. As a respectable body, the Association should felicitate itself for having gotten rid of these moral lepers."

In conclusion, members of the Indiana Grain Dealers' Association and all regular dealers in the state, I trust you will consider the points brought to your attention in this paper, seriously, with a view to upbuilding the grain trade and placing those connected with this Association in a light that their membership will stand for honor and honesty.

George C. Wood moved that the by-laws be amended, making the dues of members payable semi-annually instead of quarterly, and that if not paid within ten days a sight draft be made for the amount, the delinquent members to pay the expense of such draft. Carried.

The question as to what constitutes a scoop-shovel man was discussed. It was considered that a dealer could be regular at one station where he had facilities for handling grain and irregular at another station where he had no facilities.

Mr. Wellington expressed the opinion, which was concurred in by all, that all members should avoid doing a scalping business, and either build an elevator or not do business.

Mr. Sampson thought that the members should get all the dealers of the state into the Association before October and then attend in a body the annual meeting of the Grain Dealers' National Association at Memphis.

The meeting then adjourned.

#### MIDSUMMER NOTES.

One dealer from Ohio—W. B. Carr of Hamilton.

A. A. Kuhl represented G. A. Hax & Co., Baltimore.

The first midsummer meeting shows a strong association.

William Carson of Carson, Craig & Co. attended from Detroit, Mich.

Cincinnati sent to the meeting P. M. Gale of Gale Brothers and Henry W. Brown.

H. P. Harpstrite had on exhibition in Assembly Hall a working model of the Boss Car Loader, manufactured at Maroa, Ill.

Indianapolis commission merchants held "open house" during the meeting. Those seen in the sessions included George T. Gehring, Bert Boyd, C. A. Shotwell.

More machinery men in attendance than usual: J. N. Bacon, representing the Invincible Grain Cleaner Company, Silver Creek, N. Y.; A. S. Garman, representing the Huntley Mfg. Co. of Silver

Creek, N. Y.; H. S. Bradley of the Foos Mfg. Co., Springfield, Ohio.

From Chicago there were W. M. Hirschey, representing E. W. Wagner; George A. Stibbens, secretary of the Grain Dealers' National Association; W. E. White, representing Richardson & Co.; F. E. Weeks, representing Goeman Grain Co.; A. R. Dennis, Chicago representative of Louis Muller & Co., Baltimore.

There were present James Hodge and J. A. Rice of Paddock-Hodge Company, Toledo; C. Knox of Reynolds Brothers, Toledo; Ed. H. Culver, chief grain inspector, and Dave Wallace, chief seed inspector, Toledo; John C. Keller, representing C. A. King & Co., Toledo; F. W. Jaeger of J. F. Zahn & Co., Toledo; Abner Guiteau, representing W. H. Morehouse, Toledo; James C. Fallis, representing the Northwestern Elevator & Mill Company, Toledo.

The Indiana dealers who attended included C. B. Riley, Rushville; S. D. Bailey, Wanatah; E. W. Ball, Rushville; J. C. Young, Michigan Town; H. L. Coombs and L. Mayer, South Whitley; H. Kerlin, Delphi; M. L. Conley, Frankfort; J. F. Sims, Stockwell; J. W. Cryder, Paris; E. H. Wolcott, Wolcott; John F. Courcier, Evansville; J. A. Bridge, Hedrick; James Wellington, Anderson; George C. Wood, Windfall; J. D. Fritch, Frankfort; C. G. Eggle, Berne; C. W. Davis, A. J. Loughry and J. R. Mütz, Edinburg; J. W. Waltz, Palestine; G. W. Friday, Fridayville; P. E. Goodrich, Winchester; W. H. Dunn, Mt. Comfort; Edward Taylor, Montmorenci; Cloyd Loughry, Monticello; J. C. Sellers, Darlington; C. B. Appleby, Circleville; Tom Morrison, Kokomo; John Barnes, Whitestown; A. T. Martin, New Castle; E. K. Sowash, Middletown; E. Gentner, Fortville; W. T. Bessor, Greencastle; O. G. Carter, Goldsmith; C. F. Seward, Oakford; J. L. Schalk, Anderson; J. E. Morrison, Lebanon; H. C. Clark, Colfax; W. H. Barker, South Bend; H. A. Freeman, Waynetown; James W. Sale, Bluffton; E. G. Vernon, Anderson; A. P. Watkins, Lincoln; W. B. Foresman, West Point; B. Taylor, South Raub.

### GRAND TRUNK TO BUILD AT MONTREAL.

The harbor commissioners of Montreal on June 17 came to an agreement with the Grand Trunk Railway, in accordance with which the railway company will build an elevator at Windmill Point Pier at a cost of \$750,000. This house will be a fireproof structure of steel and concrete, capable of storing one million bushels of grain, and will be equipped with the latest machinery for receiving grain from freight cars, and loading it into ocean steamers.

The contract with the Grand Trunk Railway provides that all parties shall have access to the elevator's facilities, the rates for which shall be established by the Canadian governor-in-council, or by the harbor commissioners.

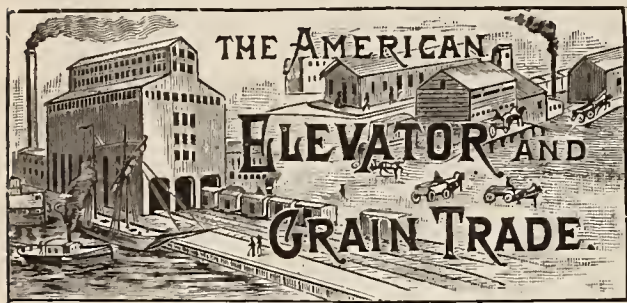
Work is progressing on the government's elevator, for which the Steel Storage & Elevator Construction Company of Buffalo have the contract.

### ELEVATOR ENLARGEMENT AT PEORIA.

The Burlington Elevator at Peoria will be enlarged by the erection this season of an annex to hold 500,000 bushels, the contract for the work having been let to the Barnett & Record Company of Minneapolis. The annex will be erected about fifty feet south of the present elevator, which has a capacity of half a million bushels. It will be 221 feet long and will be a perfectly modern elevator building in every way. It will be connected with the present structure bridge above and by a tunnel underneath.

The Kansas City Board of Trade began receiving New York Produce Exchange grain quotations on June 12. The quotations are received every fifteen minutes by a reciprocal arrangement. Heretofore that market has relied on private advices from New York.





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### ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JULY 15, 1902.

Official Paper of the Illinois Grain Dealers' Association.

### NEW ORLEANS INSPECTION.

New Orleans has had a double-barrel inspection since July 1, both the Board of Trade's and the Maritime Exchange's men being at work. The grain dealers whose operations are not confined to local sales for feed are united in favor of the Maritime Exchange's inspection and are pledged to handle grain only on the basis of that inspection. The Board of Trade repudiates the charge of revenge upon the Maritime Exchange, but, having failed to get outside support for its inspection as opposed to any other, it has caused to be introduced in the state legislature, and is there officially advocating, a bill for a law to create a state board of inspectors, consisting of five members, two to be appointed by the governor directly and three on the nomination of the Board of Trade. This board shall have exclusive control of the inspection, all others to be declared unlawful.

This is the issue of the controversy anticipated in these columns a month ago, and there is now no reason to withdraw the expression of regret then made. From all points of view, except of theory, state inspection is to be deprecated. It has, unfortunately, hitherto almost uniformly been unsatisfactory, the ideal inspection departments in this country being, without exception, those under the control of the grain exchanges.

The Board of Trade of New Orleans professes, in this matter, only civic patriotism as its motive. Might this not take, then, a better form if the grain dealers of the city were permitted to regulate their own business in their own way than to force upon them regulations over which they shall have no control whatever? The

Board of Trade ought not to assume it that it alone is virtuous and that the Maritime Exchange and the grain dealers are both maliciously trying to destroy their own business.

### VOLUME XXI.

With the present number the "American Elevator and Grain Trade" enters upon its twenty-first year. Twenty years is a long time in trade journalism. The average trade journal has been short-lived, and is especially so in these later years, when by a process of natural selection the public has been very severe on many pretenders, which have fallen into a merited oblivion.

As for the future, the "American Elevator and Grain Trade" feels like the young man "about to run his race." It enters its majority year fresh and vigorous, and as the record of a well spent youth is indicative of a vigorous and useful manhood, so, too, the "American Elevator and Grain Trade" may again safely promise its readers and advertisers, as it did in the past, a more interesting paper and a more valuable service as the successive years roll on.

### THE CORN CORNER.

July corn, under manipulation, on the 8th reached 90 cents in Chicago, the highest price since May, 1892, when it reached \$1. The manipulators, popularly known as the John W. Gates crowd, are fresh from a successful bull campaign on the New York Stock Exchange, and, having practically unlimited capital behind them, the speculative world wonders now if they will repeat in corn their former success. As early as the 9th the daily newspaper men estimated a paper profit of not less than \$3,000,000, figuring, at 90 cents, a 30-cent advance in three weeks.

Recent history of corn and wheat corners, however, is all the other way, the profits in cold cash, with "the corpse" disposed of, having disappeared at the close of such recent bull movements as those of Harper in 1887, Hutcheson in 1888, Coster-Martin in 1892, Leiter in 1898, and the second Phillips deal. However, the occasion seems ripe now for a successful corner, and if anyone can make one a success, "the Gates crowd" ought to be able to do it, if capital is all that is needed.

An incident of the corner which has attracted some attention in Illinois is a circular issued by the officers of the Illinois Grain Dealers' Association to its members, advising them to try to profit by the corner by marketing No. 2 corn in July. The circular suggests careful handling of the corn to make it grade No. 2, shipping to begin after July 7, provided the weather should prove favorable. The Association also sent to Chicago a committee to look after shippers' interests.

There was criticism of this action by those interested in the corner, of course, and some by individuals also, who, like the American Hominy Company, which issued a special circular condemning the Association's circular and concurrent action, took the ground that the loss might be heavy in case of corn's failing to grade No. 2.

But it strikes one that such criticism is hardly apropos. It certainly is fair to take all possible

advantage of the manipulators, who are for the time being otherwise disorganizing the business of country dealers. No one not in the clique need waste any sympathy upon them. It is simply a question of dollars and cents. If country dealers, by legitimate handling of their corn, can make it grade No. 2 and the Association's committee can help them do it, it is certainly difficult to see any objection to the Association's action. Of course, if the country shipper has no No. 2 stuff and can get none, nor make any out of his stock in store, that is his misfortune and no fault of the Association.

### ERIE CANAL AGAIN.

The canal committee of the New York Produce Exchange has resumed its campaign, somewhat neglected during the late session of the legislature, to refer the question of enlarging the Erie canals to a vote of the people. This renewed activity would appear to be due to the showing of business made this season by the Canadian routes. For example, although this is hardly a typical season, in certain weeks of June the business of the Canadian routes for export grain was greater than that of all the chief Atlantic ports, while the rate to Liverpool was 1½ cents a bushel under the New York rate. The New York Journal of Commerce opposes the enlargement, however, and shows in a recent article that although from 1891 to 1901 New York nearly doubled her grain exports, her rivals trebled their grain exports, indicating that New York is not a natural outlet for the grain trade and cannot be made so. The center of the corn crop has been moving toward the southwest; hence Baltimore and the gulf ports are nearer the corn-fields than is New York, and naturally the trade will be diverted to the nearest points. A similar condition of affairs is found in the wheat crop, which is steadily growing toward the Northwest, putting Montreal and Boston nearer the principal wheatfields than they used to be. It is not likely, the Journal argues, that these conditions can be changed by the existence of a large canal, in spite of the tendency of grain, a bulky commodity, to seek the cheapest and best handling facilities.

### CHRISTIE GETS A BLACK EYE.

After the recent decisions in bucketshop cases handed down by the United States Courts at Cincinnati and Indianapolis, both protective of the shops, the sanity of Judge Hook's decision in the Christie Grain & Stock Company case at Kansas City, on July 6, which left that concern not a leg to stand on, excepting an appeal to a higher court, is peculiarly refreshing. As usual, the Christie Company denied the Chicago Board of Trade's proprietary rights in the quotations and begged the question by asserting that the Chicago Board was itself a bucketshop or gambling concern and did not come into court with clean hands. As to both contentions, the court at Kansas City found against the Christie Company.

To the courts at Cincinnati and Indianapolis it seems not to have occurred that if the Chicago Board is, as contended, itself only a bucketshop, the bucketshop defendants against the Board would have no need to rely on its quota-



tions for its gambling counters, since their own figures would be equally valuable for "trading" purposes, just as every vulgar card or mechanical gambling house has its own dealer and is never dependent on the turns of other houses to decide its own bets.

But the fallacy of this contention by the Christie Company, as well as of its assumed corollary, that "these continuous quotations are not and never were the market prices or quotations of sale of anything for cash or immediate delivery," has been effectually, and, it is to be hoped, finally exposed by Judge Hook's clear definition of the Chicago Board of Trade as a great market where all kinds of grain and provisions are actually bought and sold for delivery of the property—where merchants dealing in these commodities, millers needing grain for consumption and shippers with eastern and foreign orders meet to buy millions of dollars' worth of property for actual delivery.

That this distinctive line of demarkation, differentiating the legitimate exchange from the bucketshop, should have escaped the apprehension of the courts at Cincinnati and Indianapolis would be surprising were it not the fact that it escaped that of the leaders of the American Congress also.

#### ENJOINING THE CORNER.

The petition of the corn shorts asking the Chicago Board of Trade directors to fix a marginal price for July corn under the rule, on the ground that the market is unnatural and a manipulated one, is not without precedents. With No. 2 corn selling in the East under 70 cents, it does not require much accumen to suspect manipulation at Chicago, when, on the 12th, the range was 85 to 86 cents. During the famous Northern Pacific episode on the New York Stock Exchange, in May, 1901, certain shorts of that stock went even farther by applying to the courts for an injunction to head off excessive marginal claims by the longs, on the ground that it was apparent that it was impossible for the shorts to furnish the stock as contracted, and that the longs were manipulating the market for the purpose of fixing an unnatural marginal difference. The subsequent agreement of the longs to accept a fair marginal price, in the neighborhood of 150 as against the maximum of about 1,000, deprived the speculative trade of the interesting spectacle of a court of law interfering with such a market condition.

#### THE CENTAL UNIT.

After many years of the practical use of the cental for measuring grain, the grain dealers and brokers of San Francisco now advocate a return to the bushel unit, which is possible, seeing that with the reorganization of the Merchants' Exchange a revision of the rules is now proposed.

The brokers who advocate the change point out the fact that the bushel unit is the standard on which all transactions in grain are based in all the other market centers in the United States. The government in its agricultural reports always makes its calculations on the bushel measurement, and California alone uses the system. The brokers hold that the two standards are confusing, especially when trades are made by Californians in other markets

and in Europe, where the cental is not used, the California cental being a different unit than the metric hundredweight.

On the other hand, those who advocate the retention of the cental as a standard measurement use as one of their arguments that it will only be a matter of time when the metric system of measurement will, because of its simplicity, be generally adopted in all the markets, and they oppose making the change now to a bushel basis, only to have to change back to the cental in a few years.

But the progress of the metric system in this country as a popular system of weights and measures is so slow that to all appearances few grain dealers now living will survive until the day when its use is universal in this country.

#### THE ILLINOIS WAREHOUSE DECISION.

If the Illinois Supreme Court so long withheld its decision on the public elevator question, under the apprehension that its ruling unconstitutional the 1897 amendment to the warehouse act, which permitted public elevator men to store and mix their own grain with that of the public, might produce a sort of Mt. Pelée cataclysm in the grain trade, the court must now feel relieved that its decision to that effect, on June 19, has not had that dire effect. In fact, so far as heard from, nothing has as yet happened, and nobody can say what will happen. The public elevator men have understood all along that the amendment was indefensible, and they have doubtless prepared themselves to make the necessary readjustments whenever these shall be made necessary by further action by the Board of Trade or complaining individuals, but "which way the cat will jump" remains a future spectacle, though probably it will take the form of the elevators issuing receipts for their own grain in the name of other parties, and creating their own clearing house to cover the legal technicalities.

It has taken a good many years to reach this final legal pronouncement that the framers of the Illinois constitution intended that its provision creating a public elevator system intended that the public elevator business should be conducted for the benefit of the public for hire and not for the extra benefit of owners of the public elevators, so called; that when the public put grain into store in a public elevator they did not intend that the public elevator owner should mix it with his own grain and then deliver to the public a blend containing the greatest amount of impurities a compliant inspector might be willing to pass as up to contract grade; in short, that the framers of the constitution did not mean that the public elevator should be converted into a "private snap."

This view of the 1897 amendment is reasonable and such as reasonable men have anticipated the court would take. The idea that a custodian should be given by law such control over the goods and chattels of others as to mix them ad lib. with his own property and use them substantially as his own, delivering on demand only a mixture which might or might not contain any part of the goods originally entrusted to the trustee, is absolutely destructive of the very idea of trusteeship, and is as reprehensible

in morals as it is unfair as a business proposition.

The only union of interests in this connection that is admissible is that of the business of storing with that of transporting grain. The railroads should provide public storage for hire, and all private elevator businesses should be by law kept wholly separated from the public storage business. If the law of Illinois shall be strictly enforced, this condition may yet obtain. At present the public elevator and the private grain business of the public elevator man are so closely interwoven that no one is expert enough to say at this moment what will be the ultimate effect of the Supreme Court's decision.

#### THE FARMERS' ELEVATOR.

The farmers' elevator is purely a local question, as Hancock once said of the tariff, and, viewed as a general trade problem, it is not a particularly serious one. The coöperative movement is only a symptom, and in Kansas is wholly factitious. There are exceptions, but the rule is that the farmers' elevator appears only where local conditions justify its existence. Where grain buyers take excessive profits they invite coöperative self-defense; where they open their houses for only a few weeks to take off the cream of the new crop and then shut them up until another milking is ready, they make coöperative action a necessity. Those who act as swine must expect and not complain at retaliation.

Under other conditions, there being no excuse for its existence, the farmers' elevator is not likely to give the legitimate dealers any but temporary trouble. A business that is used as a club only, and is not designed to make money, never makes any, the farmers' elevator being no exception. Even the "farmers' friend" receivers fight shy of the business of such concerns for the best of reasons. They have learned, just as the regular receivers have learned, that the business of such concerns is worthless at best, and is always as risky as that of a professed sharper, because when the wind-up comes, as sooner or later it always does come, the only financially responsible members of the coöperative concerns are sure to be found to have by some mysterious process gotten out in time to let the little fellows hold the bag. When the farmers' elevator is run to make money directly it is not necessarily a menace to any other legitimate grain business.

Judge Baker of the United States District Court at Indianapolis on July 2 refused an injunction restraining certain bucket-shops in that state from using Chicago Board quotations. The court held that it was not shown that the Chicago Board would be injured by the use of the quotations, and that it was shown that the bucket-shops ("brokers") would be injured "far beyond any compensating advantage to the complainants." Supposing Judge Baker sat in the seat of the police justices, would he be likely to apply the same line of reasoning to a case involving the suppression of a gambler and the confiscation of his kit? Certainly "the defendant" in such an action would be injured out of all proportion to the compensating advantage to the complaining policeman.



## EDITORIAL MENTION

It always pays to clean corn to raise its grade; it pays doubly with contract corn in the 80's.

Elevator owners west of the Missouri find their desire to build steel houses balked in a measure by the difficulty of getting materials delivered promptly at moderate prices.

The war taxes are now all abolished and the millions paid during the past four years by the grain trade to Uncle Sam will now go into other treasuries that need them more.

The grain committee of the Commercial Exchange of Philadelphia has presented new rules governing the inspection of grain. They have not yet been published and promulgated, however.

Rates on grain from Lake Erie ports to the seaboard "went to pieces" again in June, the break originating in the granting of the old "differential" to Baltimore as against New York.

The Court of Criminal Appeals of Texas has sustained a criminal conviction on a charge of operating a "brokerage office," thus upholding a law made by the last legislature, "prohibiting trades in futures."

The apprehension that the automobile is likely to cut a figure in the consumption of grain and horse feed is a little misplaced at this time, just as it was a few years ago when the bicycle was in evidence.

Another boost to elevator insurance rates of 25 to 30 per cent is expected in the near future. In the Northwest it is expected that 50 cents will be added to the basic rate when the co-insurance clause is not used and 35 cents when it is.

The government's investigation into the matter of the deterioration of grain in transit, both domestic and export, although delayed, is still in progress, under the direction of C. S. Scofield of the bureau of plant industry at Washington.

Experiments with corn culture in both the Dakotas have been so successful that should this year's crop turn out well, these states, as well as Minnesota, will thereafter have to be "included in the count" in future estimates of the corn yield.

Wheat freights were quoted on July 5 at 1 cent a bushel, Duluth to Buffalo, which is less than 33 cents a ton, from which is to be deducted from the vessel's earnings 1.5 cents a ton for elevating at Buffalo. The distance is about 1,000 miles, making the rate about one-third of a mill per ton per mile. It is not the lowest rate on record, but it is the lowest made

in many years. It is believed to be an unprofitable one, and is made only by line steamers that are bound to make regular trips under all circumstances.

The letter of E. R. Ulrich Jr., on another page, explains the weighing situation at East St. Louis, showing that all is not yet lovely in that market in spite of the efforts of the St. Louis Merchants' Exchange. The letter will be useful to shippers to that market.

Minneapolis claims fourth place (but is really in fifth place, having omitted to take Peoria into her count) as a coarse grain market, and a movement has begun to establish a future market there for corn and oats, all hedging on trades in these grains being now done at Chicago.

The burning(?) of the C. P. steel elevator at Fort William has, of course, been officially noticed by the insurance companies, who now propose their usual remedy for such losses, to wit, the lifting of the rates, which hitherto on houses labeled by the owners "fire-proof" have been nominal only.

"All the bucket-shops in the country do not cause as much harm in a year as the 'legitimate' grain gamblers do in a day," says the *Implement Age*. "They rob both the farmer and the consumer." The *Age* ought to do something to check its tendency. Perhaps trepanning would be as beneficial as anything.

A petition from the Minneapolis Chamber of Commerce to the Minnesota Railroad and Warehouse Commission, asking for a revision of the coarse grains grades in that state, will be taken up for hearing by the Commission today (July 15). It is alleged by the petitioners that the grading rules are so severe as to drive coarse grains from the state markets.

Something new in the get-rich-quickly plan of farmers' elevator companies has been evolved at Butler, Ind. At this place D. A. Baker, formerly of Fayette, Ohio, is building a 25,000-bushel grain elevator. The elevator will be owned by the Farmers' Elevator Company of that place. Mr. Baker will operate the elevator as manager and will pay the owners a rental of 6 per cent of the elevator's cost. The elevator company pays the insurance. Where the Farmers' Elevator Company is supposed to get in its rake-off is in the increased price which Baker is going to pay them for their grain.

If Congress is going to keep up its annual donation of seeds as a jolly to the bucolic voter, it should make a decent attempt to save its face by providing a seed that will grow. It may be due to the voters' proverbial habit of examining gift horses' teeth, but it is remarkable how many recipients of these pauper seeds are ready to rush into print with a certificate to the effect that the seeds are no good. One farmer in Wabash County, Indiana, goes so far as to say: "They are not worth the time to test them," and he even dares to add that "if congressmen would but devote their time to investigate the unjustifiableness of some of the laws that are in force, we

might be benefited more than we are by receiving garden seeds." This is rank ingratitude, to say the least.

It's quite old advice, but no less good on that account, what Frank I. King of C. A. King & Co. says, to wit: "Don't mix your poor wheat with the good, unless you can do it scientifically. Don't allow the rye bin to be friendly with the wheat in loading out. The inspectors still have eagle eyes, and those large, inquisitive triers, which probe to the intestines of the car."

While it so happens that the decision in the case of Fort Grain Company against the G., C. & S. Fe is one that immediately concerns the railroads only, involving, as it does, the question of the proper division of the through rate, yet it is important in that it establishes the right of the Texas railroad commission to decide what is and what is not interstate business, the court holding that the ruling of the state commission was conclusive. In this case it was held that business could be shipped through to Texarkana and reconsigned as local business within Texas, instead of making a through billing into Texas, at a rate higher than the two rates named.

While it can have no legal effect, the dissenting opinion of Judge Pollock, of the Kansas Supreme Court, in the Smiley case is interesting from the point of view of its sanity. Judge Pollock says the anti-trust law under which Mr. Smiley was convicted is objectionable, because, among other things, it tends in large measure "to make criminal the otherwise innocent everyday affairs of life." Moralists will agree with Judge Pollock that this is a fundamental defect in any law, since such laws result inevitably (1) in a distinct curtailment of personal liberty out of proportion to the respect paid legally to private property, and (2) in the artificial increase of turpitude and crime, rather than in their suppression of real crime. But Kansas has in the past two decades become so sodden in this type of law making, the state can hardly be expected to break away from it except by slow degrees.

The operation of the new per diem charge system for the use of foreign cars, which went into effect on July 1 on the roads included in the American Railway Association, is meeting with the anticipated objection from the pet interests, which enjoyed the usufruct of the old mileage system,—the packers, the coal shippers and big dealers, certain pet elevator men, and big grain shippers, etc.,—all of whom declare, of course, that their business is being ruined. Under the new system they must now, for the first time, pay a rental for the use of cars detained by them, which is, of course, in the nature of an extra demurrage charge amounting to 20 cents per day for the first twenty days, after which the charge is equal to \$1 per day. The operation of the new system, which experts all assume will eventually prove of great value to the public by facilitating the movement of cars as actually needed by the shipping public, will be in a measure a test of the railroads' ability to



run their business independently of the dictation of the favored shippers. The test will be interesting to watch during the current year.

The effort to solve the grain insurance problem at Chicago by means of a clearing house, where one man should act as agent for all the companies doing business with the elevator men, has been abandoned in that form. The insurance companies, though not saying much, were, not unnaturally, against it, especially the proposition that the "insurance goes with the grain," and answered the criticism that there is not enough grain insurance to go 'round, by saying there would be if sellers would cancel their insurance as soon as they sold the grain. This the elevator men do not do, probably preferring to carry insurance at the long time rate on temporarily empty bins to paying the short rates.

Up to July 5 four meetings had been held in London by the British ministers and the colonial premiers. One of the net results, says the New York Evening Post, is that all "projects for a customs union for the empire have been definitely put aside as unattainable until the colonies shall forego the duties on British manufactures or British public opinion permits the departure from free trade involved in duties against foreign as contrasted with colonial food products and raw materials." This disappointment to the colonies, especially to Canada and the Australian commonwealth, is mitigated by guarantees that "the fullest and freest opportunities will be given to colonial producers to secure contracts to supply the army and navy and various other departments which now have large contracts with the United States, the Argentine, and other foreign producers."

A shrewd farmer, taking in, in the course of his vacation, the Chicago Board of Trade, is credited by a local newspaper with the following bit of wisdom: "It often happens that a leak in the roof will spoil a bushel or two of corn in a crib. Instead of carefully sorting this out, the farmer generally markets it with the good grain, in consequence of which the whole lot misses a grade to which it was really entitled. In 1892, when corn sold at \$1.00 in Chicago, I had a crib of 1,300 bushels, out of which I sorted the poor cars and obtained 1,200 bushels that graded No. 2, and sold for probably 45 cents a bushel more than I could have got for it without the sorting. It took a man less than seven days to sort it, and his work netted me \$75 to \$80 per day. If farmers shipping to Chicago would adopt this course they might add several million bushels to the amount of contract corn that will reach Chicago in July." This is a good time to take the hint.

The recent decision of the United States Supreme Court in the New Ulm "coal rate case," originating in Minnesota, is important, says the Minneapolis Journal, in that it distinctly affirms, among other things, the right of the state railroad commission to regulate an established joint rate, and "unmistakably indicates that the court will hold, when the opportunity offers, that the Commission may originate joint rates."

Another important feature of the decision is the upholding of the law making the findings of the railroad commission *prima facie* correct, thus putting the burden of proof on the railways in any effort to set them aside. It also disposes of the contention that rates must be fixed solely with regard to bonded indebtedness and capital stock of the railways. "The court proceeds upon the theory that a monopoly must be regulated by the state. Whether that monopoly be exercised by one company, or two companies acting together, is evidently immaterial. Two companies cannot be permitted to do what one company is forbidden to do."

There seems to be a difference of opinion on the merits of Toledo's clover seed grade. In an able, conservative paper, prepared by Mr. Fred Mayer of Zahm & Co., and published elsewhere in this number, the present grade is defended as consistent with the past record of the market and as indispensable to the future standing of the market. Mr. Mayer makes out a strong case from his point of view, which is, in fact, unassailable when country buyers at all times buy seed strictly on its merits. But as we all know, this is difficult to do, for obvious reasons well understood by dealers, for which reason the Ohio and Indiana dealers believe, and have formally declared their belief, that the grading is unnecessarily high. In this view C. A. King & Co., a very old house, agrees with them, for in a recent special market report Frank I. King says: "The Ohio and Indiana dealers have asked to have the grading modified. They are right. Why? Toledo is the leading clover seed market of the world. It must progress. It cannot always lead unless it does. A change would be better for all concerned. It takes a buyer as well as a seller to make a trade. The interests of both must be carefully considered. All must have confidence in the fairness of the grade and the market. The prime standard must be one of general use. Our present standard is not. It was years ago."

Grasshoppers have appeared in destructive numbers in the Hill River district, and near Perham, Minn.

Peoria has begun making preparations for next fall's corn carnival. Thirteen railroads will give premiums for corn exhibits.

The grain receipts at Tacoma during the month of June were: Wheat, 499 cars; oats, 129 cars; barley, 20 cars, making a total for the ten months of the present season of 14,440 cars of wheat received, 705 cars of oats and 282 cars of barley.

A carload of new wheat from South Carolina was received at Baltimore on June 25, being the first wheat from that state received in Baltimore in the recollection of the oldest grain receivers, and it is probably the first to have been received there in the history of the trade. Why the shipper should send his wheat to this market is not very clear to the grain merchants, as he could have obtained a much higher price nearer home, besides saving part of the freight charges.

The Corn Products Company has completed the first quarter of its fiscal year, with earnings sufficient to pay a dividend of 13¼ per cent on the preferred stock, which was duly declared, and also are sufficient to have covered a dividend on the basis of 4 per cent per annum on the common stock. In view of the high price of corn, however, the directors decided that it would be in the best interest of the company to defer action until perhaps the end of the company's first fiscal year.

## IN THE COURTS

Jas. B. Orth, manager of the firm of Karger Bros., grain dealers, Milwaukee, was arrested on June 11, charged with embezzlement of \$38,000, although in the warrant the sum named is only \$1,000.

Nancy J. Knight, widow of Thos. J. Knight, has secured a judgment for \$2,500 against the Russell Grain Company of Kansas City, Mo. She alleged that the death of her husband was due to the carelessness of the defendant's wagon driver, who crushed him against a gate at the Kansas City Stock Yards Company.

Where the owner of a grain elevator entered into a pooling agreement with other elevator companies, by which, notwithstanding his elevator might be destroyed by fire, and the general fund thereby diminished, he should receive his percentage of the common fund in which the earnings of the elevator was placed, the insurer of the use and occupancy of such an elevator is not entitled to subrogation to the rights of the insured under the arrangement. (Michael vs. Prussian Nat. Ins. Co., 63 N. E. Rep. (N. Y. App.), 810).

In a case at Winnipeg, in which the Northern Elevator Company sues J. K. McLennan for an accounting as its manager, the defendant averred that by the agreement entered into by the parties it was provided that all matters in difference between the parties should be referred to S. Spink or some other person to be agreed upon; that defendant was willing to refer the matter to Mr. Spink, but that plaintiffs refused to do so; and the defendant contends they are not entitled to proceed with their action. The defendant applied to a judge in chambers for an order staying all proceedings in the action. The application was dismissed.

The Appellate Division of the New York Supreme Court, on June 20, by a reversal order, vacated an order for the examination of G. B. Schley et al. in a suit brought by various shareholders of the American Malting Company, to secure an accounting in the affairs of the company. The shareholders hoped to show the secret profits made by the promoters, which are supposed to have been large, but the court says that the plaintiffs have had full access to the books of the company; they have had an opportunity to investigate all transactions, but it is not shown that they made any attempt to obtain information from the former owners of plants as to the amounts they received for them. The information sought does not relate to any material facts which it is necessary to allege in the complaint. It relates to the question of damages only, which could be determined on an accounting.

The acreage of corn in North Dakota is estimated at 500,000 this season.

Corn brings a dollar a bushel and is scarce at that, in the hill country of Kentucky and Tennessee.

Richardson & Co., Chicago, had three cars of new oats from Oklahoma, July 8. The first car of new oats last year came in on July 16.

The acreage to broom corn this season is estimated to be 30 to 35 per cent under that of last year. At July 1 brush was scarcer than at any previous season on record.

A meeting of twenty-five or more grain dealers was held at Columbus, Ind., on July 1. It was under the direction of Secretary Sampson, of the Indiana Grain Dealers' Association, of which the dealers present will become members.

In the competition for the carrying of export grain the Canadian routes this season have been making headway, and for the week ended June 28 they quite surprised themselves by beating the Americans. The figures are 710,322 bushels for Montreal and 291,943 for Quebec and Portland, against 742,806 bushels for New York, Boston, Philadelphia, Baltimore and Newport News.



## TRADE NOTES

Rosenbaum Brothers, Chicago, have registered with the Patent Office the name "Gold Eagle" as a label for grain.

The Weller Mfg. Co. of Chicago announce the opening of a branch office at 323 Powers building, Decatur, Ill.

J. C. Hemphill, S. T. Leavell and others will manufacture a patent grain and seed separator at Lancaster, Ky.

The structural steel work of the Hotel Astor, New York, the finest hotel in America, is being protected with Dixon's Silica-Graphite Paint.

The Hall Distributor Company of Omaha, Neb., report a large increase in the sales of their improved distributors, June proving the banner month of the year thus far.

Walter A. Zelnicker, in St. Louis, manufacturer of the double clutch car mover and dealer in railway and mill supplies, has incorporated his business as the Walter A. Zelnicker Supply Co.

A. T. Ferrell & Co. of Saginaw, Mich., were represented at the recent meeting of the National Hay Association at Put-in-Bay, Ohio, and the Clipper Cleaners were one of the attractions of the island during the meeting.

The Deming-Berry Company has been incorporated at Tacoma, Wash., to succeed the Tacoma Automatic Scale Company. The factory is to be enlarged and pulleys, clutches, sprockets, etc., will be manufactured in addition to automatic scales.

J. D. Birky, manufacturer of the Birky Portable Grain Dump and Elevator, at Delavan, Ill., is now with J. F. White & Co. of Racine, Wis., as a member of the firm. J. F. White & Co. are manufacturers of the Little Giant wagon dump and elevator.

Daniel McCaffrey's Sons, leading hay dealers, Pittsburg, Pa., are sending out as an advertisement a glass inkstand with aluminum tray and cover. The advertising novelties which they distribute among their friends and customers are always valuable and useful.

"Corn; Its Meaning to America," is the title of a neat little booklet issued by George H. Phillips of the Chicago Board of Trade, whose offices are at 231 and 235 Rialto building. This is a reprint of an article written by Mr. Phillips and originally published in the Saturday Evening Post of Philadelphia.

The J. Thompson & Sons Manufacturing Company of South Beloit, Ill., have incorporated in this state with a capital of \$300,000. The company's incorporation in Illinois is simply the result of their branching out into South Beloit, which is in Illinois, whereas their original plant is in Beloit, Wis., just over the line.

The Minneapolis Steel & Machinery Company is erecting a plant in South Minneapolis, Minn., at a cost of about \$100,000. It is to be completed about October 1. In the meantime the business of the company is being carried on by the Twin City Iron Works Company. The new company, which has recently organized with a capital of \$500,000, is composed of J. L. Record, former manager of the Barrett & Record Company; O. P. Briggs and Joseph Garbett, formerly president of the Twin City Iron Works; Ralph P. Gillette, formerly of the Gillette-Herzog Manufacturing Company.

The Hess Pneumatic Drying and Toasting Oven, for flaked foods, is growing in favor daily. In this device the foods are dried at a low temperature, thus permitting full conversion of the starch, where malt applications are used. When dry, the flakes progress into a higher temperature, gradually reaching a maximum of about 300 degrees of heat, where they are toasted to any color desired. A feature of the machine is the perfect control of temperature exercised by the operator, an indication of such temperature being constantly before

him and subject to instant change by the mere adjustment of a slide. The Hess Warming & Ventilating Company of Chicago are placing many of these machines. Among recent orders may be noted one from the Malta-Vita Pure Food Company of Battle Creek, Mich., for an equipment to handle 96,000 pounds of flakes daily. A test of the device was made by the high officials of the company before ordering.

The Vilter Manufacturing Company, of 800 Clinton street, Milwaukee, Wis., has closed recent contracts for Corliss Engines as follows: Pratt Cereal Mills, Decatur, Ill., 24x42 in.; Bay City Rice Milling Company, Bay City, Texas, 17x42 in.; Planters' Rice Milling Company, Abbeville, La., 17x42 in.; Rayne Rice Milling Company, Rayne, La., 15x36 in.; Jennings Rice Milling Company, Jennings, La., 15x36 in.; Eagle Lake Rice Milling Company, Eagle Lake, Texas, 17x42 in.; Morse Rice Milling Company, Morse, La., 17x42 in.

### C. G. EGLY.

One of the most enthusiastic grain and hay men in Indiana is C. G. Egly, manager of the Berne Grain & Hay Company of Berne, a company which is really his own creation, although he is ably as-



C. G. EGLY.

sisted in its management by his brother and an old school friend, as partners composing the company. Mr. Egly is a native of Indiana, having been born on a farm in Adams County in 1864.

In July, 1897, he became interested in grain elevators by purchasing a one-third interest in the business of C. A. Augspurger & Co. at Berne. A year later, in connection with his brother and friend, E. Erhart, he bought the remaining interests in the Augspurger business and also the business of S. W. Hall & Son at Geneva, a station a few miles south of Berne. At this time the partners organized as the Berne Grain & Hay Company, which was capitalized at \$20,000. With these two stations in Adams County on the G. R. & I. R. R., the company has done a fine business, shipping in 1901 585 cars of grain and hay and receiving over 100 cars of coal, lime, salt, cement, sewer and drain pipes, etc. At the present moment the company, in connection with the Witmer Grain Company, is building a third elevator at Gabrill, a new station on the Wabash, of which Mr. Egly seems to be the chief promoter, for he has already laid the foundations there for a two-story business building, 40x70 feet in size, and is pushing work on the superstructure.

Mr. Egly is a member of the National Hay Association and of the Indiana Grain Dealers' Association, which latter body selected him as its delegate to the late hay convention at Put-in-Bay. He is as popular personally in the trade as he is re-

spected as an able and straightforward business man.

### DECISION ON THE ILLINOIS ELEVATOR LAW.

The Illinois Supreme Court on July 19 declared inoperative the amendment of 1897 to the warehouse act of 1871, which provided that it should be legal for warehouses to store their own grain and mix it with grain of the same grade which had been stored with them by customers.

The commencement of the court proceedings ending in this decision was had in the filing by the attorney-general eleven years ago of suits against the elevator company operated by Carrington, Hannah & Co., of which John A. Hannah was manager, and eight other warehousekeepers, for the mixing of grains, under the warehouse act of 1871.

The Circuit Court of Cook County enjoined the warehousemen from further mixing of grains. Appeals were taken to the Supreme Court, where the finding of the lower courts was affirmed. Meantime the Legislature amended section 1 of the warehouse act of 1871 so as to abate the effect of the injunction, and Mr. Hannah, supposing himself to be protected by this legislation, violated the terms of the prohibitory court order. Proceedings were instituted against him and he was fined \$100. He appealed the case and while it was pending he died, the proceedings having been continued by the executors of his estate.

Justice Boggs, who wrote the decision, quotes the constitutional limitations of public warehouses, and calls attention to the way in which the framers of the constitution regarded the laws governing the warehouses. He declares that a public warehouseman of class "A" could not, under the provisions of the constitution of 1870 and the act of 1871 store his own grain in his own warehouse, grade the same and mix it with the grain stored there by his customers, and adds:

"We entertain no doubt that it was beyond the power of the General Assembly to confer on such warehousemen the right and power to do so by the amendatory act of 1897. The constitution is a limitation upon the power of the General Assembly and the incorporation of the provisions in the constitution with reference to the public warehouses, was for the purpose of placing it beyond the authority of the General Assembly to relieve those who should engage in the business of conducting public warehouses from the discharge of their duties to the public. The manifest intent of the constitution is that its provisions should operate for the protection of producers and shippers of grain.

"Section 6 of the constitution declares it to be the duty of the General Assembly to pass all necessary laws to give full effect to the provisions of the constitution with relation to public warehouses, and declares that such laws shall be liberally constructed so as to protect producers and shippers of grain. The amendatory act is manifestly not for the protection of producers and shippers of grain, but is against their interests, and has for its purpose the exemption of public warehousemen from the discharge of public duties imposed upon them of the protection of producers and shippers, the performance of which is clearly necessary in the protection of such interests of producers and shippers."

Killing frosts in the Dakotas were reported on June 20.

Nine helpers have been laid off by the Duluth inspection office, owing to light receipts of grain.

The Missouri railroad commissioners have established a grade of standard oats, as follows: "Taking effect July 1, 1902, it is hereby ordered that a new grade of oats shall be established within this state to be known as standard oats. These shall be seven-eighths white, but not sufficiently sound and clean for No. 2 white oats, and shall be reasonably free from other grain, and shall weigh not less than twenty-eight pounds to the measured bushel.



## MEETING OF NATIONAL HAY ASSOCIATION.

The ninth annual meeting of the National Hay Association was held at Hotel Victoria, Put-in-Bay, Ohio, July 10-11-12, 1902. There were about an equal number of shippers and receivers present, and the attractions of the island and the interest which hay men show for the National Association combined to bring out a large attendance.

President George S. Bridge of Chicago called the first day's session to order at 3:30 p. m. and announced that the invocation would be made by Rev. F. O. Kelsey, pastor of the Central Congregational Church of Toledo.

During the temporary absence of P. E. Goodrich, the secretary's office was filled by Charles England of Baltimore.

The chairman introduced His Excellency, Gov. George K. Nash, who delivered an address of welcome on behalf of the state of Ohio. Governor Nash said in part: I consider myself fortunate that I am enabled to meet this assemblage of grain men, and I welcome you, in the name of the people of Ohio, very cordially to these shores. It was said a few years ago that cotton was king, but its glory has departed and to-day the scepter has passed to the hay and grain interests. I hope that your councils will be valuable to you and helpful to the trade over all the country. The governor paid a tribute to the state of Ohio and also to the Union. He closed his address in wishing that the Association would hold useful sessions that would result in prosperous business thereafter.

The address of welcome on behalf of the hay shippers of the Buckeye State was made by A. E. Clutter of Lima, Ohio.

The response was made by Ex-President George S. Blakeslee of Chicago.

The chair introduced John B. Daish of Washington, D. C., who responded to the subject, "Here and There."

The chair appointed the following committee on credentials: George C. Warren, Saginaw, Mich.; John J. Walters, Chicago; J. S. Carscallen, Jersey City; Walter Kerwin, Baltimore; G. O. Gladding, Providence.

John L. Dexter of Detroit, Mich., chairman of the entertainment committee, announced the entertainment features for the meeting.

The report of the board of directors was read by Charles England of Baltimore. The report, which covered the ten months ending July 12, reviewed the suit before the Interstate Commerce Commission to compel the carriers in what is known as the official classification territory to cease charging fifth-class rates on hay and straw. It reviewed the testimony taken in Chicago, when fourteen members of the National Hay Association testified, and the testimony of the defendant railways given in December at Washington, where 12 traffic managers and railway officials testified for the traffic companies. The Commission had not yet handed down a decision, but the directors felt it must be in favor of the hay men. It had been a great case and, if won, meant millions of dollars to the hay shippers of the country.

The report further stated that the Association was in a fair way, by the aid of a friendly tariff, to stop the importing of hay from the Canadian provinces. We can open our markets to the exporting of hay, which received such a setback by the increase of rates in this country.

The report also complimented John B. Daish and his associates, E. Richard Shipp of Washington, Judge Charles C. Cole of Washington and Hubert E. Page of Chicago, for work done. The Association had co-operated with President Warren of the Chicago Board of Trade during the year to aid in the suppression of the bucketshop evil.

It had co-operated with E. P. Bacon, chairman of the Interstate Commerce Law Convention, to aid in the passage of the Elkins and Corliss bills, which are to amend the Interstate Commerce Act so as to increase the power of the Interstate Commerce Commission.

As regards future work, the directors believed that the Association should lend its aid toward suppressing the bucketshop evil.

It also suggested that the Association continue to co-operate with the other national organizations in trying to pass laws which will increase the powers of the Interstate Commerce Commission to that extent that their rulings may be enforced forthwith.

It suggested that if the National Board of Trade reorganized, steps be taken by the National Hay Association to become members of the National Board of Trade. In case the National Board of Trade fail to take the contemplated action, we recommend that the National Hay Association take the initiative in endeavoring to form a league of associations composed for the purpose of protection to their several mutual interests.

The report strongly recommended that a market report committee be appointed with sub-committees in all the leading centers, who will be instructed to confer with the various boards of trade and exchanges, with the view of having the various market reports as nearly correct as possible.

As regards lack of terminal facilities in all markets, we believe that your organization should take steps at this meeting looking toward the providing of proper terminal facilities in all the large markets of this country.

The report closed in congratulating members on the general prosperity of the business of members during the past year.

W. G. Bishop of Baltimore moved that the report of the board of directors be accepted and that the recommendations contained in the report be taken up at the proper time. The motion prevailed.

The chairman read a supplementary report, in which emphasis was placed on the good results which the Association had accomplished for members during the past year.

Secretary Goodrich read communications that had been received.

The chair announced the following committee on nominations—James W. Sale, Indiana; F. D. Voris, Illinois; George N. Reinhardt, New York; Fred Diabel, Missouri; J. A. Heath, Michigan; Abner Hindee, Connecticut; John Frangboner, Ohio.

The meeting adjourned.

### FRIDAY MORNING.

President Briggs called the meeting to order at 10:30.

Geo. C. Warren read the report of the transportation committee.

The labors of this committee have been materially lighter this year than for the two preceding years, our exertions thus far being mainly by way of assistance to Attorney Daish in the prosecution of the case of this Association against the Lake Shore & Michigan Southern et al.

The chairman of this committee attended the hearing had at Chicago before the Interstate Commerce Commission in November, and also the second call held in the city of Washington in December, full report of which will be made by Mr. Daish.

On December 14th last, complaint was filed by the Flat Top Grocery Company of Bluefields, W. Va., alleging unjust discrimination on the part of the Norfolk & Western Railroad Company, wherein that company makes and collects on shipments from the West on an arbitrary over Norfolk on shipments consigned to the Bluefields territory, Bluefields being intermediate, a violation of the "long and short haul clause" of the interstate commerce act being alleged. However, owing to the fact that the arbitrary is made to apply to and cover all classes of freight this committee did not deem it the duty of the Association to take the matter up and bear alone the burdens of adjudication.

One of the most important recent changes in transportation matters is the change of method whereby cars are figured upon the per diem basis of 20 cents a day, instead of on a mileage basis of 6-10 of 1 cent per mile run. This change, though only effective since the first of the present month, has had the effect of canceling certain "hold" and "diversion" privileges, and materially changing others, so that where diverting privileges are now had they will in many instances be had at an additional expense of 20 cents per car per day for the time held at "hold up points."

It is expected that while there will be some serious disadvantages to this system, that many material advantages will result therefrom. It is expected that better service as regards time consumed in transit and a more liberal supply of cars and other advantages will accrue. Time alone will develop and demonstrate the adverse and advantageous features of this method.

On June 30 this committee was advised by former President Clifton that the W. & L. E., the I., D. & W.

and the C., C. & St. L. railways had petitioned the Illinois Railroad and Warehouse Commission to have the rates on hay in carloads advanced within the territory covered by the jurisdiction of that commission from one to three classes.

These petitions had been noticed for hearing on the 5th inst., hence no delay could be brooked. The committee took immediate steps to inform President Bridge in the matter, and addressed a personal letter to each and every member of this Association within the state of Illinois, advising them of the proposed advance, and requesting that they take the matter up immediately with the Illinois State Railroad and Warehouse Commission, either in person or by mail, to the end that the commission might be thoroughly advised as to the injustice of any such advance. President Bridge also filed with the commission the official protest of this Association, and was instrumental in advising the hay trade throughout the state.

This committee, in common with the entire membership of this Association, as well as every shipper of hay and straw, deplores the serious delay in securing from the Interstate Commerce Commission its decision in the case of this Association vs. The L. S. & M. S. et al.; that serious loss and damage has accrued through the unjust discrimination against has now been fully demonstrated. The case is now in the hands of the commission, and no comments here will in any way mitigate these deplorable evils. We hope, however, to soon have the commission's decision in the case.

Respectfully submitted,

GEO. C. WARREN,  
F. E. NOWLIN.

On motion by Mr. Dillenback the report was adopted.

W. G. Bishop, Baltimore, read the report of the committee on grades, which was adopted, as follows:

There is no one feature of our Association more important than that of grades. I think the Association is to be congratulated that the definitions of our several grades have so long been of such general satisfaction to the sixteen cities and markets that have adopted them. In his last annual report the chairman of the committee on grades, Mr. H. Lee Early, reported that they seemed to be giving general satisfaction, and in turn the present chairman has to report that after correspondence had within the last few months the same general satisfaction is reported to exist.

On motion by E. L. Rogers, Philadelphia, the chair appointed the following committee of six to consider the supplementary report adopted by the committee on grades: L. C. Bradley, New York; N. A. Fuller, New York; J. D. Hale, Indiana; W. M. Vrooman, Michigan; F. S. Smith, New York; H. W. Robinson, Ohio.

Secretary Goodrich read the report of the committee on legislation in the absence of Chairman Pillsbury. The report stated that, by reason of the special committee on interstate commerce, the labors of the committee were materially lessened, and as there was to be a report of the chairman of that committee, the recapitulation of the work done was left for him.

The chair appointed the following committee on place of meeting: J. D. Carscallen, H. T. Lawler, New Orleans; J. H. Lewis, Michigan; C. E. Bash, Indiana; A. W. Gibbons, Ohio; J. D. Michael, Illinois; A. Felty, Ohio; W. J. Armstrong, Wisconsin; F. A. Nowlin, Michigan; D. P. Leas, Indiana; J. R. Johnston, Pennsylvania.

The report of the treasurer showed balance on hand September 10, 1901, \$218.38, making a total with cash received to July 9, 1902, of \$2,350.58. Expenditures, \$2,004.79, leaving balance on hand July 9, \$345.79.

The secretary's report showed membership of 577, Ohio being the banner state, with membership of 80. Michigan ranked second, with membership of 65, and New York and Illinois tied for third place, with membership of 57 each.

The report of the special committee appearing before the Interstate Commerce Committee of the Senate and the Interstate and Foreign Commerce Committee of the House was read by John B. Daish, as follows:

Gentlemen:—The special committee on the amendment of the interstate commerce law have to report as follows:

In conjunction with other organizations, two of this committee appeared before the committee of the House and Senate and made an energetic plea for an adequate amendment of this law. Several bills had been introduced, the more important ones were the Nelson-Corliss bill and the Elkins bill. On Friday, April 11, the chairman of this committee addressed the Senate committee on interstate commerce. There was also present on your behalf at this session Mr. Charles England of Baltimore. On Thursday, April 10, the chairman addressed the House committee on interstate and foreign commerce, and on the next day Mr. England addressed the committee on behalf of this Association.



ciation. At some of the sessions Mr. H. P. Pillsbury, chairman of the legislative committee, was present.

Your committee found this difference between the two committees: The Senate committee appeared to be of the opinion that the situation was such that the law should be amended, and the sole question was which of the various proposed measures would best meet the needs of the country. The main subject of discussion before the Senate committee was pooling. Your committee took the stand that as an organization we did not object to a provision of this kind.

The feeling was apparently far different on the House side. There grave doubt appeared, or was made to appear, concerning the advisability of amending the law. The opinion was freely expressed that nothing was pressing to in any way affect the business world, that the present law was adequate for the protection of both shippers and carriers. The efforts there were of course confined to showing the committee that the situation is practically unendurable, that the Interstate Commerce Commission is at this time without authority to enforce its decrees, that if the carrier complies it does so of its own sense of right and justice, and that the remedies for the enforcement of the law are entirely inadequate.

As you are aware, no practical result has been accomplished. Year after year Congress has been prevailed upon to enact just and equitable amendments to this law, and year after year the result has been practically the same, time and money spent, but all to no avail.

Respectfully submitted,

JOHN B. DAISH, Chairman.

The chair appointed the following committee on resolutions: E. L. Rogers, Pennsylvania; Frank Fairweather, Michigan; J. W. Osborn, Illinois; Charles Springer, New York; R. Galt, Washington.

The following committee was appointed to report on the question of a national hay inspection: L. W. Dewey, Ohio; W. Burns, New York; J. V. Ferguson, Louisiana; E. L. Rogers, Pennsylvania; Lee Holmes, Indiana.

On motion by Mr. Warren the chair appointed the following committee to consider the recommendations made in the report of the board of directors: George C. Warren, F. H. Dean, H. H. Hughes, F. M. Greenough, John Mullally, C. G. Egly, E. C. Davis, W. J. Thompson, Mr. Rundell, J. T. Clendenin.

A motion prevailed that the Association reimburse the witnesses for expenses incurred who appeared before the Interstate Commerce Commission in Chicago last year.

An address was made by Chas. England of Baltimore on "Commercial Organizations." The address will be published in our next issue.

The meeting adjourned.

#### FRIDAY AFTERNOON.

At the opening of the Friday afternoon session Chairman Bridge introduced William S. Warren, president of the Chicago Board of Trade, who delivered an address on "Commercial Honor." Mr. Warren defined the word honor, stating that business honor stood higher in the scale of ethics than business honesty. Honor in business would be the application of the golden rule to business methods. The world is advancing along lines of commercial honor, and to-day's business ethics will compare favorably with any past time. Just as eternal vigilance is the price of liberty, so it is well to look around once in a while and take our bearings. The business man who stoops to some questionable conduct, no matter how venial it may be, should stop to consider its effect upon the standard at large. The steady increase of commercial organizations I regard as one of the good signs of the times. The bucket-shop evil was sharply scored. These have done more harm than trusts. Those, however, who think that all speculation should be suppressed are idle dreamers. It was the spirit of speculation that found the western hemisphere and placed it in its present position in the world's history.

Bucket-shops cause a loss to the producer by their non-influence of the market to higher prices, besides being a gambling house, pure and simple. In legitimate trading every contract means the delivery of the actual stuff. As regards the criticism that Boards of Trade caused over-speculation, it could be said that someone must carry the load of the new crop. Were this not done, prices would be low just after the new crop and loss would ensue. Then, just before a new crop, prices would be abnormally high. All who have anything to do with a bucket-shop should be held equally ac-

countable. Back of all uncommercial dealing is greed and avarice. Real success does not mean the mere getting of wealth, but in achieving a reputation that will command the respect of others and, above all, one's own self-respect. Commercial honor should be the pride of every American citizen.

A discussion on "How to conduct a successful hay shipping business" was opened by G. T. McComb of Lockport, N. Y.

After discussion of this topic the meeting adjourned.

#### SATURDAY MORNING.

At the opening of the morning session a resolution offered by John B. Daish was adopted, which provided for the eleventh annual meeting, to be held in St. Louis in 1904.

An address was made by Charles S. Bash of Ft. Wayne, Ind., on "Men of Straw."

The committee to act on the recommendations made in the report of the board of directors reported favorably on all the recommendations contained therein excepting that one recommending the securing of better market reports. The report was adopted.

The report of the committee on cipher code was read by Mr. Heath. The report recommended that a committee of three be appointed to confer with S. T. Breckenridge of Richmond, Va., on his prepared code, and if they found it suited the demands of the Association, that they make arrangements for its use. The report was adopted.

L. W. Dewey read the report of the committee on national inspection of hay. The report provided that inspectors should be placed at any point where the fees should be large enough to pay the expenses of same, and all inspections made on rules laid down by the Association.

Mr. Warren moved to amend the report by advancing the price of the inspection sufficiently to produce a revenue to the Association of 50 cents for each car inspected, and that each inspector furnish a bond of \$1,000. The report was adopted as amended.

The report of the committee on place was read by J. R. Johnston and named Put-in-Bay as meeting-place for 1903. The report was not adopted, and on motion by H. G. Morgan of Pittsburg, Chicago was selected as the next annual meeting-place. The report of the committee on grades was read by Mr. Bradley. The report found but few complaints. It indorsed the standard of grade already established and did not recommend any change at the present time.

The report of the committee on nominations was read by James W. Sale, as follows:

President, Charles England, Baltimore, Md.; first vice-president, J. A. Heath, Lenox, Mich.; second vice-president, Fred Diebel, St. Louis, Mo.; secretary-treasurer, P. E. Goodrich, Winchester, Ind.; board of directors to serve two years: J. D. Michael, Assumption, Ill.; D. L. Leas, Waterloo, Ind.; F. L. Lewi, Newark, N. J.; Charles Springer, Moravia, N. Y.; Abner Hendee, New Haven, Conn. Chairman Bridge appointed the following committee to take up the recommendation in Mr. Bash's paper: Chas. S. Bash, L. W. Dewey, James W. Sale.

The report of the committee on resolutions was read by Mr. Bishop. The report extended the thanks of the Association to the president and secretary for efficient services rendered, also to the various committees and to the board of directors; also to the witnesses who had appeared before the Interstate Commerce Commission; to the official stenographer, Mrs. Mary Burke East, and to Mr. McCreary, the manager of the Victory Hotel.

Following the installation of the new officers, the meeting adjourned sine die.

As a grain distributing center, St. Johnsbury, Vt., in 1901 did upward of \$1,000,000 of business in western grain.

The Chicago Feed Dealers' Association will hold a picnic at Long Lake on July 23, trains leaving the Union Depot at 8:30 and 9:45 a. m. and 1:45 p. m.

#### DEATH OF JAMES STEWART.

James Stewart, head of the contracting firm of James Stewart & Co. of St. Louis, Pittsburg and New Orleans, died at Pittsburg, on July 5, of pleurisy contracted a few days previously.

James Stewart was born in Peterhead, Aberdeenshire, Scotland, on September 15, 1820. His ancestors had been architects and builders, some of whose constructions were the Nelson Monument, Trafalgar Square, London, and Balmoral Castle, built for Queen Victoria. James Stewart elected to follow the same profession, and after completing his apprenticeship in architecture and practical building in Scotland, he came to the new world, settling in Kingston, Canada, where he went into business with Alex. Mackenzie.

As partners Mr. Stewart and Mr. Mackenzie were together for a number of years, and were engaged by the Canadian government as crown commissioners in the erection of Parliament buildings at Ottawa. Mackenzie later became premier of Canada, while Mr. Stewart came to this country a number of years ago and with his sons, James C. and John L., founded the firm bearing his name. They opened offices in St. Louis and New Orleans and about two years ago in Pittsburg. The firm has since erected many important buildings and public works in all parts of the country, as well as in Great Britain. Mr. Stewart retired about fifteen years ago from active business to devote his life to religious and charitable work. He was the founder of the Cook Avenue Presbyterian Church in St. Louis, the Hepziba Rescue Home, which some years ago he gave over into the charge of the Salvation Army in St. Louis. It is now the headquarters of the Army in the West. He was a member of the Grand Avenue Presbyterian Church of St. Louis. Mr. Stewart, who was married in Canada at the age of twenty-three years, is survived by his widow, Mrs. Martha (Muir) Stewart, and six children, John L., Alexander M. and James C. Stewart of Pittsburg, and Mrs. R. L. Fosburg of Portsmouth, N. H.; Mrs. R. E. Woodward and Mrs. C. D. Budd of St. Louis.

#### BUFFALO ELEVATOR POOL DIS-SOLVED.

Less than a week after the announcement that the Western Elevating Association of Buffalo, "the pool," would be continued for another season, on July 10 came the news that the pool had been dissolved by the withdrawal of all the B class elevators. Receipts at Buffalo have been small thus far this season, and the disruption of the pool is said to be due to the differences of opinion regarding the percentages of business assigned to the different elevators in the pool.

The class B elevators include all the wooden houses and include the Bennett, Wilkeson, Frontier, Coatesworth, Wheeler, Ontario, Exchange, and Evans. It is said that up to the present time this season the seeders have only been given 1,350,824 bushels of grain to handle, while the remaining members of the association have elevated 34,543,389 bushels.

The proprietors of these elevators have formed a new organization. The first action of the new association was to cut the price per bushel for elevating grain to ¼ cent, with ten days' free storage.

While the members of the old organization firmly declare that they will maintain the previous rate of ½ cent per bushel, it is generally believed that the dissatisfaction of eight of its members will bring a return of the rate cutting which prevailed before the pool was formed.

The cotton oil mills owners of the South contemplate organizing a mutual insurance company. The movement originated in Texas.

One of the most successful underwriters' sales of damaged goods ever held in Montreal was conducted on July 2, when 20,000 bushels of wheat, ex steamship Anatolia, were sold to Messrs. A. L. Hurtubise & Co. for 40 cents a bushel.



## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, July 12, 1902, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore .....	317,000	17,000	76,000	4,000	.....
Boston .....	1,051,000	60,000	3,000	.....	.....
Buffalo .....	497,000	258,000	126,000	33,000	15,000
do. afloat .....	.....	.....	.....	.....	.....
Chicago .....	2,093,000	3,931,000	15,000	89,000	.....
do. afloat .....	.....	.....	.....	.....	.....
Detroit .....	97,000	.....	1,000	3,000	.....
Duluth .....	3,879,000	30,000	.....	20,000	55,000
do. afloat .....	.....	.....	.....	.....	.....
Fort William .....	1,122,000	.....	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
Galveston .....	540,000	.....	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
Indianapolis .....	52,000	52,000	13,000	.....	.....
Kansas City .....	199,000	23,000	7,000	.....	.....
Milwaukee .....	119,000	.....	21,000	1,000	17,000
do. afloat .....	.....	.....	.....	.....	.....
Minneapolis .....	5,949,000	37,000	40,000	4,000	9,000
Montreal .....	237,000	45,000	91,000	3,000	3,000
New Orleans .....	742,000	60,000	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
New York .....	675,000	161,000	116,000	31,000	1,000
do. afloat .....	64,000	.....	.....	.....	.....
Peoria .....	48,000	29,000	25,000	13,000	.....
Philadelphia .....	159,000	.....	66,000	.....	.....
Pt. Arthur, Ont. .....	100,000	.....	.....	.....	.....
do. afloat .....	.....	.....	.....	.....	.....
St. Louis .....	586,000	179,000	.....	3,000	.....
do. afloat .....	.....	.....	.....	.....	.....
Toledo .....	46,000	212,000	69,000	13,000	.....
do. afloat .....	.....	.....	.....	.....	.....
Toronto .....	31,000	2,000	125,000	.....	.....
On Canals .....	634,000	40,000	130,000	.....	20,000
On Lakes .....	572,000	684,000	399,000	41,000	.....
On Miss. River .....	.....	.....	.....	.....	.....
Grand Total .....	19,808,000	5,836,000	1,233,000	258,000	120,000
Corresponding date 1901 .....	27,979,000	14,067,000	7,421,000	537,000	391,000
Weekly Inc. ....	686,000	.....	.....	.....	.....
Weekly Dec. ....	.....	76,000	188,000	56,000	73,000

## EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending July 5, as compared with same weeks last year, have been as follows:

Articles.	For week ending July 5, 1902.	For week ending July 5, 1901.	For week ending June 28, 1902.	For week ending June 28, 1901.
Wheat, bushels .....	2,379,000	1,911,000	1,868,000	3,238,000
Corn, bushels .....	131,000	1,841,000	106,000	3,312,000
Oats, bushels .....	28,000	635,000	87,000	746,000
Rye, bushels .....	17,000	22,000	59,000	78,000
Barley, bushels .....	.....	1,000	.....	44,000
Flour, barrels .....	278,400	247,400	235,000	403,000

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending July 12 has been as follows:

June.	NO. 2* R. W. H. T.		NO. 1 NO. 2 S. P. W. H. T.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N. W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
13 .....	80	80 1/4	72 3/4	73	63 3/4	63 3/4	43 3/4	44 1/4	59	60	176	176
14 .....	79 1/4	79 1/4	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
15 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
16 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
17 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
18 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
19 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
20 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
21 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
22 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
23 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
24 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
25 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
26 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
27 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
28 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
29 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
30 .....	78 3/4	79	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
July 1 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
2 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
3 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
4 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
5 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
6 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
7 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
8 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
9 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
10 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
11 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
12 .....	77 3/4	78	72 3/4	73	63 3/4	63 3/4	42 3/4	43 1/4	57	57	176	176
*Nominal price.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
†Holiday.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

During the week ending June 20, Prime Contract Timothy Seed sold at \$5.90@6.15 per cental; Prime Contract Clover Seed at \$8.35; Hungarian at \$1.25@1.65; German Millet, \$1.25@2.25; Buckwheat at \$1.70@2.25.

During the week ending June 27, Prime Contract Timothy Seed sold at \$5.75@5.90 per cental; Prime Contract Clover Seed at \$8.35; Hungarian at \$1.25@1.50; German Millet at \$1.25@2.00; Buckwheat at \$2.00@2.20.

During the week ending July 4 no range of prices was published.

During the week ending July 11, Prime Contract

Timothy Seed sold at \$5.75 per cental; Prime Contract Clover Seed at \$8.35; Hungarian at \$1.25@1.50; German Millet at \$1.25@2.00; Buckwheat at \$2.00@2.20.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of June, 1902:

**BALTIMORE**—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels .....	383,884	691,546	653,801	907,880
Corn, bushels .....	243,961	3,654,618	21,083	2,378,845
Oats, bushels .....	2,828	408,732	396	27,600
Barley, bushels .....	.....	.....	.....	.....
Rye, bushels .....	24,297	33,381	17,385	.....
Timothy Seed, bushels .....	.....	.....	.....	.....
Clover Seed, bushels .....	.....	.....	.....	.....
Hay, tons .....	4,072	5,101	1,768	1,530
Flour, bbls. ....	277,639	304,224	227,734	208,419

**BOSTON**—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels .....	566,412	2,501,705	531,373	2,295,570
Corn, bushels .....	191,833	1,479,499	12,750	1,148,763
Oats, bushels .....	425,743	592,988	2,880	327,850
Barley, bushels .....	.....	3,607	.....	.....
Rye, bushels .....	2,220	38,910	.....	38,037
Flax Seed, bushels .....	.....	.....	.....	.....
Hay, tons .....	21,790	13,000	9,730	1,892
Flour, barrels .....	133,514	164,855	83,576	149,625

**BUFFALO**—Reported by F. Howard Mason, secretary of the Merchants' Exchange. Shipments by canal only.

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels .....	3,581,736	4,266,661	3,118,256	1,963,765
Corn, bushels .....	2,823,410	6,079,037	335,537	794,158
Oats, bushels .....	1,593,29	2,393,900	1,021,688	1,456,500
Barley, bushels .....	.....	2,000	164,261	24,857
Rye, bushels .....	275,970	139,000	208,758	215,361
Timothy Seed, lb. ....	.....	.....	.....	.....
Grass Seed, lb. ....	30,572	10,710	.....	.....
Flaxseed, bushels .....	353,539	377,843	.....	.....
Hay, tons .....	.....	.....	.....	.....
Flour, barrels .....	2,927,891	2,696,204	.....	.....

**CHICAGO**—Reported by George F. Stone, secretary of the Chicago Board of Trade:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels .....	853,125	2,737,278	3,120,750	4,153,866
Corn, bushels .....	6,702,260	7,936,223	4,077,519	8,577,441
Oats, bushels .....	5,929,616	7,816,921	5,450,300	7,022,097
Barley, bushels .....	283,800	253,375	52,179	59,744
Rye, bushels .....	50,550	103,204	305,648	54,794
Timothy Seed, lb. ....	137,535	475,090	114,700	188,387
Clover Seed, lb. ....	36,212	34,660	52,500	64,069
Other Grass Seed, lb. ....	475,350	1,058,987	566,527	1,074,492
Flaxseed, bushels .....	317,906	209,221	34,626	54,562
Broom Corn, lb. ....	2,479,560	2,364,400	1,063,210	1,807,250
Hay, tons .....	19,302	13,633	1,460	605
Flour, barrels .....	425,970	604,582	350,700	393,663

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels .....	105,863	57,853	106,977	64,761
Corn, bushels .....	296,486	465,982	183,243	361,498
Oats, bushels .....	268,240	350,840	112,422	212,938
Barley, bushels .....	1,742	12,537	805	.....
Rye, bushels .....	8,462	17,320	2,245	10,908
Timothy Seed, bags .....	23	5	634	97
Clover Seed, bags .....	434	313	1,231	455
Other Grass Seeds, bags .....	4,926	4,882	5,785	4,801
Hay, tons .....	15,362	9,205	11,700	5,047
Flour, barrels .....	138,857	190,580	95,785	151,876

**CLEVELAND**—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels .....	313,030	177,246	8,807	31,498
Corn, bushels .....	374,992	590,437	122,367	463,144
Oats, bushels .....	709,308	733,736	212,540	550,276
Barley, bushels .....	.....	.....	.....	1,042
Rye, bushels .....	.....	.....	.....	.....
Flaxseed, bushels .....	.....	.....	.....	.....
Hay, tons .....	5,546	3,999	121	153
Flour, barrels .....	76,690	46,530	15,550	17,930

**DETROIT**—Reported by F. W. Waring, secretary of the Board of Trade:



# ELEVATOR AND GRAIN NEWS

## ILLINOIS.

Wiley & File have engaged in grain buying at Hillsboro, Ill.

The Hendee Elevator at Table Grove, Ill., has been remodeled.

Lockhart Bros. have retired from the grain business at Martinton, Ill.

H. J. McDonald has a new elevator nearing completion at Brisbane, Ill.

The old mill at Mendota, Ill., is to be replaced by a large grain elevator.

W. J. Culbertson will erect a first-class elevator on the Illinois Central at Delavan, Ill.

J. G. Hermann of Ashmore, Ill., has purchased the Culbertson Elevator at Mays Station.

H. J. Puterbaugh of Mackinaw, Ill., has sold his elevator to S. Zorn & Co. of Louisville, Ky.

The Kirkpatrick Grain Company have made improvements on their elevator at Toulon, Ill.

Marsh & Wood are reported to have sold out their grain and coal business at Plainfield, Ill.

The Jefferson Milling Company is building a grain warehouse at its mill at Mt. Vernon, Ill.

The grain firm of Brownback & Wacker at Edinburg, Ill., has been succeeded by W. H. Brownback & Co.

The new elevator at Meyer Station, Ill., is complete and ready for business, with C. B. Wallace in charge.

B. T. Railsback has torn down his elevator at Hopedale and will erect a new one of 40,000 bushels' capacity.

S. Zorn & Co. of Louisville, Ky., have purchased the elevator at Ogden, Ill., owned by James M. Mahan of Mansfield.

The grain firm of Judd & Warner at Dixon, Ill., has been dissolved and the business is being continued by A. M. Judd.

The Crescent Grain Company's elevator at Bloomington, Ill., which was recently blown down by a storm, is being rebuilt.

Carrington, Patten & Co. have purchased the elevators at Kummer and Bellflower, Ill., owned by Bateman & Noble Bros.

Bartlett, Kuhn & Co. are enlarging and greatly improving their elevator at Sidell, Ill. A gasoline engine is being installed.

The Neola Elevator Company are installing the B. S. Constant Chain Feeder in their elevators at Big Rock and Sands, Ill.

R. T. Robinson has purchased a mill site at Urbana, Ill., and will probably erect an elevator and corn meal mill thereon.

W. W. Dewey & Co. have taken possession of the Rock Island Elevator at Chillicothe, Ill., heretofore operated by Truitt & Carter.

H. J. Puterbaugh of Mackinaw, Ill., has sold his dump and grain business at Minert to S. Russell of Allentown, who intends to build a 30,000-bushel elevator.

The Seckner Company of Chicago has the contract for building an elevator at Mt. Vernon, Ill., for the Sidell Grain & Elevator Company of Chicago.

The Costello-Turner Grain Company of Decatur, Ill., will build three or more elevators along the new Decatur & Springfield division of the I., D. & W.

The Santa Fe Elevator at Washington, Ill., has been sold at master in chancery's sale to M. C. Hughes and M. W. Jenkins, who will operate it hereafter.

A. L. Carter of Medora and Vitas L. Dodge of Kemper have formed a partnership and will engage in the grain business, with headquarters at Medora, Ill.

The Barnett & Record Co. of Minneapolis has been awarded a contract for erecting a 500,000-bushel annex to the Burlington Elevator at Peoria, Ill. It will be connected with the main house by

conveyor belts located in a steel bridge and in a tunnel.

The Howard Grain & Elevator Company, incorporated with a capital stock of \$5,000, will build a 30,000-bushel elevator at Howard, Ill.

Elmore & Lemon are erecting a grain elevator at Pike, Ill., just across the river from Louisiana, Mo. It will prove a great convenience to farmers in that section.

H. C. Peek & Son have sold their elevator at Oregon, Ill., to the Neola Elevator Company of Chicago. Carl Peek will act as local manager for the new owners.

J. L. Caldwell and A. M. Eastburn have formed a partnership in the grain business at Eastman, Ill. Mr. Caldwell will be manager. He will be remembered as a former Crescent City grain buyer.

The Smith-Hippen Company of Pekin, Ill., has awarded a contract to the Younglove & Boggess Company, Mason City, Iowa, for erecting a 150,000-bushel elevator to replace the one recently burned at Pekin.

E. B. Atwood, chief quartermaster at Chicago, will receive bids until July 23 for oats, corn and bran to be supplied to various army posts during the ensuing year. Particulars may be obtained at the above office.

The J. Rosenbaum Grain Company's Irondale Elevator A at South Chicago took in its first car of grain on July 3. This house is considered to be absolutely fireproof and it is stated that no insurance will be carried.

Coon Bros. of Rantoul, Ill., have sold their Rankin Elevator to J. A. Pickard for \$10,500. They have also sold their St. Joseph Elevator and Dillsburg lumber yard and will dispose of their ice, coal and telephone business.

Maddin Brothers, who dissolved partnership some time ago at Del Rey, Ill., have again united their forces, and will hereafter conduct their business under the firm name of Maddin Brothers. In addition to their grain and other lines of business they will do a general banking business.

## CENTRAL.

William Gale will rebuild his grain elevator at Cumberland, Ind.

A. W. Yerion is reported to have sold his elevator at Hedrick, Ind.

J. H. Ingraham of Spencer, Ohio, will install a new gasoline engine in his elevator.

Bernard Ludeman has gone out of the grain and lumber business at Pine Village, Ind.

McLaughlin Bros. are erecting a beau and produce warehouse at North Branch, Mich.

Raymond P. Lipe of Toledo, Ohio, is repairing his grain elevator at Sherwood, Ohio.

The Brown City Grain Company has succeeded McGeorge Bros. at Brown City, Mich.

Bales & Ashbrook are building an addition to their grain elevator at Circleville, Ohio.

Peter Mueller & Sous have a 15,000-bushel elevator just completed at Huntingburg, Ind.

Dale Munson and W. T. Weisinger are building a 40,000-bushel elevator at Deerfield, Mich.

C. G. Egly of Berne, Ind., is building a new 12,000-bushel grain elevator at Gabriell, Ind.

G. N. Perrell continues the grain business of the late firm of G. N. Perrell & Son at Bowersville, Ohio.

John Wren of Deunquat, Ohio, is installing the Constant Chain Feeder in the dump sink of his elevator.

McCray, Drake & Starry have succeeded to the grain business of McCray, Drake & Co. at Clarks-ville, Ohio.

Bailey, Bunnell & Co. of Wanatah, Ind., are contemplating building a new grain elevator at La Crosse, Ind.

H. E. McNees has purchased the interest of S. D. Coats in the Coats & Hinshaw elevator at Winchester, Ind.

E. L. Southworth & Co. of Toledo will erect an elevator at Custer, Ohio, on the site of one recently burned.

C. B. Appleby of Circleville, Ohio, has installed a new 30-horsepower Atlas Engine in his grain elevator at that place.

Ross Bros. of Beaverton, Mich., are building one of the finest elevator and feed mills in the state. It will have capacity for 20,000 bushels and be operated by electricity. The Ypsilanti Machine

Works are furnishing the plans and machinery, including two electric motors.

J. F. Cartwright & Co. of Davison, Mich., will soon repair their elevator and install an improved Hall Distributor.

C. A. Rowlander of Woodland, Mich., is rebuilding his elevator and feed mill. The Ypsilanti Machine Works furnish the plans and machinery.

E. M. and C. F. McCreight and F. M. Van Sant are erecting a 15,000-bushel elevator at Richmond, Ind. A corn sheller will also be installed.

C. A. Kern, Auburn, Mich., recently placed his order with the Ypsilanti Machine Works for plans and machinery for a 12,000-bushel elevator.

W. A. Bunting has retired from the firm of W. J. Thomas & Co., grain and hay dealers at Schoolcraft, Mich. Mr. Thomas will continue the business alone.

The Richmond Elevator Company of Lenox, Mich., will build a new elevator at Hickey, Mich., which it will operate in connection with its line of elevators.

The Ypsilanti Machine Works are furnishing the plans and machinery for the elevator and bran house at Oak Grove, Mich., which is being built by the Michigan Milling Co. of Ann Arbor.

C. F. Barnhouse of Morral, Ohio, is building a new 15,000-bushel grain elevator at Raymond, Ohio. He will be associated in its operation with his brother, H. O. Barnhouse, under the firm name of Barnhouse Brothers.

E. S. Stevens of Paw Paw, Mich., has purchased Mr. Wise's lease and interest in the railroad elevator for the Stockbridge Elevator Company of Jackson, and will use it as the local depot for his purchases of grain and produce.

Taylor & Toresman have completed improvements in their elevator at West Point, Ind. The elevator was formerly owned and operated by a farmers' elevator company, but through mismanagement had been idle for about four years.

The grain and milling firm of Bell, Newton & Co. at Circleville, Ohio, has been dissolved by mutual consent, Alexander C. Bell and Calvin M. May retiring. The entire plant has been leased by Clinton E. Newton, who will conduct the business as heretofore. He will buy corn and wheat, manufacture corn meal and flour, sell coal, bran and oats and conduct a general warehouse and elevator business.

## EASTERN.

S. V. Osborn contemplates building a grain elevator at Branford, Conn.

The old Schoemaker Elevator at High Falls, N. Y., has been torn down.

Thrasher & Perry are building a grain store and elevator at Claremont, N. H.

The John R. Cary Grain & Provision Co. has been chartered at Richmond, Va.

John B. Ripley has sold his grain business at Westfield, Mass., to A. D. Cornell.

The Boutwell Milling & Grain Co., Troy, N. Y., will rebuild their recently burned plant.

Dadmun & Steele have purchased the grain and hay business of F. J. Hastings & Co., at Marlboro, Mass.

Z. A. Witherspoon & Co. have succeeded to the grain business of J. S. Whitmer & Co. at Mercersburg, Pa.

Frank Mudge & Co. have succeeded the flour and grain firm of Mudge, Smith & Co., at 206 Spear's Wharf, Baltimore, Md.

The grain and hay firm of Clark & Leckie at Lenox, Mass., has been dissolved and Mr. Clark will continue the business.

A. S. Gurney, Wareham, Mass., has installed a 5-horsepower engine in his grain store for operating the elevator and grinding feed.

The project of the Central Vermont Railway Company to build a large elevator at New London, Conn., is said to have been abandoned.

The Keystone Commission Company of Pittsburgh, Pa., is adding to its capacity by the erection of a number of 8-story warehouses on Carson street near the bridge.

Lucius D. Potter has withdrawn from the grain, flour and feed firm of W. N. Potter & Sons at Greenfield, Mass. The firm owns branches in seven other cities.

The grain firm of Garland, Lincoln & Co., at Worcester, Mass., having been dissolved by limitation, the business has been divided up and J. B. Garland & Son will conduct one store, Fred A.



Lincoln & Co. the one at 592 Main street, and Albert M. Thompson the one at 8 Lincoln square.

Chas. D. Babh, grain, hay and coal dealer at Soumerville, Mass., has filed a petition in bankruptcy. Liabilities, \$2,255.37; assets, \$785.25.

A. G. Urnston & Son of Frankton, Ind., are making improvements, buying the machinery of the B. S. Constant Company of Broomington, Ill. The outfit includes a Chain Grain Feeder.

Ligonia Grain Company has been organized at Portland, Me., to carry on a general grain business, with capital stock of \$10,000, of which \$400 is paid in. President, John J. Lappin; treasurer, Peter L. Lappin, and Hugh H. Lappin, clerk.

Bosworth & Wood, Leominster, Mass., are erecting an elevator along the tracks of the N. Y., N. H. & H. Railroad, which will have a capacity for 18,000 bushels. A warehouse 100 feet long will also be built for storing hay and flour. A gasoline engine will furnish the power.

#### WESTERN.

Grain warehouses are to be built on the Northern Pacific right of way at Connell, Wash.

The wheat and barley harvest in the vicinity of Lewiston, Idaho, will begin about July 15.

The Seattle Grain Company has purchased a grain warehouse at Reardan, Wash., and is building another.

The capital stock of the Vollmer-Clearwater Grain Company, Lewiston, Idaho, has been increased to \$50,000.

The Atchison Grain Company, Kendrick, Idaho, are shipping 40 carloads of hay purchased from farmers in that section.

The first carload of barley from the new crop was received in San Francisco on June 4 and sold for 95 cents per cental.

The Gordon Dock & Grain Company has opened for business on Pier 6 at Seattle, Wash., in the new warehouse just completed by John B. Agen.

The F. F. Roby Flour & Grain Company of Colorado Springs, Colo., are erecting a large and thoroughly modern warehouse, at a cost of about \$7,000.

The Tacoma Grain Company contemplates increasing its capital stock to \$300,000. A meeting at Tacoma on August 8 has been called for that purpose.

Mr. Salyards, of the firm of Ely, Salyards & Co. of Duluth, has just paid a visit to the Gallatin Valley of Montana, looking after fall shipments of grain which his firm is in the habit of receiving from that section.

Supplemental articles of incorporation of the Columbia Southern Warehouse Company have been filed by William A. Gordon, C. Lombardi of Portland and George B. Bonchille of Grass Valley, Sherman County, Ore. The objects are to operate warehouses for the storage of grain, etc. The capital stock is \$2,500.

#### IOWA.

An elevator is in process of construction at Morse, Iowa.

Laurel, Iowa, has a new elevator nearing completion.

An addition is being built to the elevator at Hinton, Iowa.

Nye & Schneider Company's new elevator at Sloan, Iowa, is completed.

T. D. Froning is preparing to erect an elevator and residence at Sinclair, Iowa.

The Northern Grain Company is building an addition to its elevator at Pierson, Iowa.

Shaner & Fowler will move their elevator to the Great Western tracks at Clarion, Iowa.

The Wheeler Grain Company is remodeling and enlarging its elevator at Pocahontas, Iowa.

The Kinsella Grain Company's elevator at Salix, Iowa, is being overhauled and improved.

J. A. Felthous has retired from the grain firm of Moore Bros. & Felthous at Hampton, Iowa.

Swen & Gangstad's elevator at Bode, Iowa, will be torn down to make room for a much larger one.

Henry H. Codner of New London, Iowa, has sold a half interest in his elevator to W. H. Fye.

W. C. Addleman is enlarging his elevator at West Liberty, Iowa, recently purchased of F. A. Evans.

D. Rothschild Grain Company are building an engine house at their elevator at McCausland, Iowa.

The improved Hall Distributor will be part of the equipment of the new elevator at Garner, Iowa,

now being built by Younglove & Boggess Company, contractors.

The Northern Grain Company have added lumber to their grain and feed business at Clarion, Iowa.

Three of the new-style Hall Distributors will be installed at Cedar Rapids by the Bosch-Ryan Grain Company.

Kennedy Bros. have sold their elevator and grain business at Ponda, Iowa, to J. A. Tiedeman of Sioux City.

The D. Rothschild Grain Company, Davenport, Iowa, has increased its capital stock from \$100,000 to \$200,000.

The Wells-Hord Grain Company will place a 6-inch, 10-duct Hall Distributor in their elevator at Eagle Grove, Iowa.

Hubbert & Co. are building an elevator at Murray, Iowa, to take the place of one destroyed by fire a few weeks ago.

The Wells-Hord Grain Company have equipped their elevator at Grand Mound, Iowa, with an improved Hall Distributor.

An improved Hall Distributor will be installed by the Younglove & Boggess Company in the new elevator at Beaver, Iowa.

A 7-inch, 12-duct Hall Distributor will be a part of the equipment of the Diamond Grain Company's elevator at Firndale, Iowa.

The Atlas Elevator Company of Minneapolis have repaired their elevator at Alvord, Iowa, installing an improved Hall Distributor.

An improved Hall Distributor is a part of the equipment to be installed in the Wells-Hord Grain Company's elevator at Beaver, Iowa.

Sissell & McCoy's new elevator at Tipton, Iowa, is ready for business. An 8-horsepower gasoline engine will be used to operate the machinery.

The Trans-Mississippi Grain Company will equip their elevator at Webster City, Iowa, with a 15-duct Hall Distributor while making needed improvements.

The D. Rothschild Grain Company of Davenport, Iowa, has purchased the elevator, seed and coal business of W. J. Felkner at Downey, Iowa, where he has been in business for 25 years.

Wilson & DeWolf of Laurens, Iowa, are to tear down their old elevator and erect a fine new one covered with steel. There will be a dump for ear corn in addition to that for small grain.

O. Angier recently completed an elevator at Lake View, Iowa, for the Wells-Hord Grain Company. The house is furnished throughout with modern machinery, including an improved Hall Distributor.

The Wellsburg Grain & Stock Company of Wellsburg, Iowa, have equipped their elevator with up-to-date machinery furnished by the Marseilles Manufacturing Company. The equipment includes an improved Hall Distributor.

The Marshall Elevator Company of Des Moines has purchased a line of elevators belonging to the defunct St. Paul & Kansas City Grain Company. Fred C. Van Dusen and P. B. Smith of Minneapolis, as assignees, first sold the property to Arthur C. Andrews and James E. Gage, of Andrews & Gage, for \$17,000. Andrews & Gage then disposed of their purchase to H. M. Porter of Des Moines for the same price, and Mr. Porter sold to the Marshall Elevator Company at a profit of \$5,200. Besides the big elevators and warehouses in Marshalltown, located on the Iowa Central, the transaction includes the elevators at St. Anthony, Zeiring, McCallsburg and Roland. The Marshall Elevator Company is composed of Eugene D. Hamlin, H. M. Porter and J. T. Fellows, and is capitalized at \$30,000.

#### SOUTHERN.

A grain elevator is being erected at Collinsville, Texas, by a Mr. Waldo.

J. A. Millard of Stillwater is going to build an elevator at Cushing, Okla.

Geo. F. Merzback has retired from the grain business at Dallas, Texas.

The Blum Roller Mill at Blum, Tex., is completing a 10,000-bushel elevator.

The Sanger Mill & Elevator Co., Sanger, Texas, is completing a grain elevator.

The Boaz Grain & Feed Elevator Co., Fort Worth, Texas, will build a small elevator and feed chopping plant.

It is reported that three more grain concerns will enter the exporting business at Galveston, Texas, this year. They are the Calumet Grain Co.

of Chicago, Harrohn Elevator Co. of St. Joseph and the Alton Grain Co. of Chicago.

W. P. Ridley of Columbia is erecting a 15,000-bushel grain warehouse at Ashwood, Tenn., as is also the Star Milling Co.

It is reported that the Security Warehouse Company of New York contemplates erecting a 500,000-bushel elevator at Nashville, Tenn.

The J. T. Stark Grain Co. of Plano, Texas, has been incorporated with a capital stock of \$25,000, by J. T. Stark, Olney Davis and Walter Jewell.

The Hill County Mill & Elevator Co., Hillsboro, Texas, has been incorporated with a capital stock of \$35,000 to operate a flour mill and grain elevators.

Richardson & Co. of Kansas City and Chicago have added to their exporting facilities at Galveston, Tex., by leasing Elevator B from the Galveston Wharf Co.

The River & Rail Storage Co., Memphis, Tenn., is preparing to erect a large grain handling plant with both rail and river shipping facilities, as reported last month.

The City Grain & Feed Co., Columbia, Tenn., is to erect an elevator of from 75,000 to 100,000 bushels' capacity. It will be built just in front of their present office building.

Steps have been taken at Norman, Okla., to organize the Farmers' and Merchants' Elevator Co. to erect a 100,000-bushel elevator there. E. P. Ingle is the temporary secretary.

Crowell Bros. & Clark of Alva, Okla., are building grain elevators at Wanoka, Curtis and Capron, Okla. Also one at Hazelton, Kan. All the machinery for these houses is being furnished by the Kansas City branch of the Marseilles Mfg. Co.

The Kansas City branch of the Marseilles Mfg. Co. has recently supplied elevator machinery outfits to the following parties in Oklahoma: Tonkawa Milling Co., Tonkawa; Numa Grain, Fuel & Live Stock Co., Numa; B. O. Stephenson, Peckham; Mangum Mill & Elevator Co., Mangum; J. H. Smith, Peckham; Oklahoma Milling Co., Dover.

#### WISCONSIN AND MINNESOTA.

An elevator is being built at Suring, Minn.

Geo. A. Tate is building an elevator at Balaton, Minn.

Cooper Bros. have purchased A. White's elevator at Merrimac, Wis.

The Peavey Elevator at Buffalo Lake, Minn., has been repaired and improved.

A. L. Wirtz of Kaukauna, Wis., has admitted a partner to his grain business.

Everett, Anghenbaugh & Co. are repairing their elevator at New Richland, Minn.

The Caledonia Grain & Stock Co.'s new elevator at Caledonia, Minn., is completed.

M. M. Guthrie of Blooming Prairie, Minn., has purchased the Hmting Elevator at Austin.

The Crown Elevator Co. has sold its elevator at Renville, Minn., to the Victoria Elevator Co.

F. H. Kennedy has succeeded to the grain business of F. R. Delavan & Co. at Minneapolis.

The Farmers' Elevator at McIntosh, Minn., is being moved six feet and generally overhauled.

An elevator is being built at Delft, Minn., by the Farmers' Elevator Company of that place.

A gasoline engine and other improvements will be added to the Monarch Elevator at French, Minn.

Henry Ebner will build a 10,000-bushel elevator in connection with his flour mill at Wadena, Minn.

Case Bros. are building a 9,000-bushel elevator in connection with their sheep sheds at Orion, Minn.

Walter Parks is overhauling his elevator at Edgerton, Minn., and putting a new foundation under it.

The Farmers' Elevator Co. of Fairmont, Minn., is said to have declared a dividend of 40 per cent recently.

The Brownston Farmers' Elevator Co. will soon commence the erection of an elevator at Brownston, Minn.

A. D. Sprague is putting a dump scale in his elevator at Caledonia, Minn., and making other improvements.

The elevator at Kinbrae, Minn., formerly owned by Burgess Jones, has been purchased under mortgage sale by the First National Bank of Heron Lake.

At a recent special meeting of the stockholders of the Farmers' Elevator Co., Graceville, Minn., there was a considerable division of opinion as to whether the elevator should continue to be operated



or not. It was finally decided to close it until the regular annual meeting was held.

Thos. Gribbon of Vesta is building an elevator at Mihoy, Minn. He was formerly auditor for Bingham Bros.

A. B. Peterson & Co., Baldwin, Wis., will install a feed mill in their grain elevator and put in a larger gasoline engine.

The Bryant and Van Dusen elevators at Marshall, Minn., have both been repaired and put in readiness for handling the coming crop.

Will Forsaith, who recently purchased the Wordsworth Elevator at Hadley, Minn., will open it for business after making some repairs.

The Finch-Parker Grain Co. recently sold their elevators at Tracy, Revere and Walnut Grove to the Eagle Roller Mill Co., New Ulm, Minn.

Geo. W. Murfin, who has been employed as buyer at Bingham Bros.' elevator at New Ulm, has purchased an elevator at Winnebago City, Minn.

The Dodge Center Elevator Co. opens its house at Dodge Center, Minn., for business on July 15, with Andrew Frederickson of Kasson in charge.

The Farmers' Alliance Elevator at Howard Lake, Minn., is being greatly improved. A new gasoline engine and a new office are included in the list of new things.

The Goodhue Farmers' Warehouse Company have decided to sell their elevator. Perry George, rural route No. 1, Red Wing, Minn., is authorized to receive bids.

The Farmers' Elevator Co. of Clinton, Minn., held its annual meeting last month, when its affairs were reported to be in good condition. The old officers were reelected.

A new dump scale and other improvements are being added to the Crown Elevator at Stewart, Minn. About August 1, B. L. Hogle, now located at Gaylord, will take charge of this house.

The Farmers' Elevator Co., Fairmont, Minn., held its annual meeting recently. The books showed a profit during the past year and a dividend was declared for the first time in several years.

The Independent Elevator Co. are making improvements on their elevator at Hallock, Minn. A new engine and feed-grinding outfit is being installed. D. A. Noble is the local representative.

The Farmers' Elevator Co., Dassel, Minn., held its annual meeting recently. The report of Manager C. D. Brown showed a satisfactory year's business. The board of directors was reelected.

W. W. Fletcher has purchased the old Cargill Elevator located in the C. M. & St. P. yards at Pipestone, Minn. He will make extensive improvements on it to put it in shape for the fall business.

The Farmers' Elevator Association, Henning, Minn., held its annual meeting last month and elected a board of directors. Morris Peterson was elected president and Geo. A. Poulson, treasurer.

At the recent annual meeting of the Mantorville Elevator Co., Mantorville, Minn., a dividend of 10 per cent was declared. The directors elected O. S. Campbell president and J. E. Burdick secretary.

The Tredway Elevator Company has disposed of its line of elevators at Warbay, Bird Island, Glencoe and Hutchinson, Minn., to Truax & Betts of Mitchell, S. D. This company owns and operates 24 houses.

The Truesdell Elevator Co. has been incorporated at Minneapolis with a capital stock of \$100,000. The company will build and operate a line of elevators on the Moosejaw branch of the Canadian Pacific, now being constructed.

The grain firm of Holbrook & Balliet at Appleton, Wis., has been dissolved, and the name changed to Holbrook & Co. Henry Holbrook will be the manager, while the company stands for the interest of the Northern Grain Co. of Chicago.

The annual meeting of the Farmers' Elevator Association of Eagle Bend, Minn., was held last month. C. H. Granat was elected president and I. C. Stevens, treasurer. It was decided to raise the elevator 18 inches and put a stone foundation beneath it.

The Farmers' Elevator Company, Ortonville, Minn., held their annual meeting on June 28. The business was declared to be in first-class shape and most of the old officers were re-elected. Manager Briggs was engaged for another year. The elevator was closed until the new crop is ready for market.

The Farmers' Elevator & Mercantile Company of Hayfield, Minn., held its annual meeting last month. The officers' reports showed a satisfactory year's business. The net profit for the year was \$4,196.44, or 128 per cent on the amount of capital stock that has been sold. No dividend was de-

clared, as this money was used largely in meeting liabilities incurred under a former management. T. O. Distad was appointed manager for the ensuing year.

The directors of the Farmers' Elevator Association of Morris, Minn., held a meeting on June 28, and levied an assessment on the stockholders for the full amount of their stock, in order to pay the company's indebtedness. A committee was also appointed to solicit donations and sell more stock. The liabilities exceed the resources by over \$2,200.

The Central Minnesota Elevator Company and the Sheffield-King Milling Company of Faribault, Minn., have been incorporated. The incorporators of both are B. B. Sheffield, Alson Blodgett Jr. and Frances S. Blodgett of Faribault; Henry H. King of Minneapolis and W. W. Allen of Jordan. The elevator company is capitalized at \$50,000 and the milling company at \$300,000.

The Huhn Elevator Co. has been organized at Minneapolis with a capital stock of \$200,000. A. Huhn, P. B. Smith and John Washburn are prominent in the company. The Barnett & Record Co. has been awarded a contract for erecting a 170,000-bushel working house. Fireproof storage for a million bushels will be added when the price of building material becomes more favorable.

The Standard Grain Company, Superior, Wis., has changed hands to some extent. Messrs. W. C. Moss Jr., E. W. Duncan and L. J. Moss have disposed of their interest in the company to George L. Hicks and P. Eimon. Mr. Hicks has been elected president and treasurer of the company and Mr. Eimon is vice-president. Mr. Hicks becomes manager, having practically succeeded to that position on June 1 last.

C. E. Malmquist, formerly of the state board of grain appeals, and E. L. Welch have organized the Security Elevator Company of Minneapolis, with a capital of \$150,000, \$100,000 paid in. There will be no change in the grain commission firm of E. L. Welch & Co., of which both are members, although the same management will direct both companies. The new elevator company has several houses which have been controlled for some time by the organizers individually, and in addition has recently purchased a line of country houses from F. H. Peavey & Co., which gives it twenty-six houses in all.

Several Minneapolis capitalists are organizing a company for the purpose of erecting an extensive line of country elevators in the Canadian Northwest. The company has not yet been named but may be known as the Northwestern Elevator Company. This company will build thirty houses in Manitoba and along the line of the Canadian Northern Railway in Assiniboia and Saskatchewan. W. D. Douglas, George F. Piper and E. C. Warner are associated in the new enterprise. W. H. McWilliams is also interested and will probably assume the management of the new line when the houses are ready for operation. The principal offices of the company will be in Minneapolis.

#### THE DAKOTAS.

Rogers, N. D., has a newly completed elevator.

The Powers Elevator Co. will erect an elevator at Eldridge, N. D.

The Farmers' Elevator Co. of Finley, N. D., has been incorporated.

The Imperial Elevator Co. will erect an elevator at Norwich, N. D.

E. S. Woodworth & Co. are erecting an elevator at Dornbrook, N. D.

The Davenport Elevator Co. are building an elevator at Ward, S. D.

Norwich, N. D., will have three elevators ready for operation by next fall.

An elevator is being built in connection with the flour mill at Sisseton, S. D.

Henry B. Stein is building an elevator on his farm near Watertown, S. D.

Peter Luff has purchased the Thorndyke Elevator at Big Stone City, S. D.

C. E. McGowan has installed a new engine in his elevator at Wilnot, S. D.

The St. Anthony & Dakota Elevator at Cando, N. D., is just being completed.

The Atlas Elevator Co. has completed a 20,000-bushel elevator at Garretson, S. D.

E. G. Burgess of Northwood, N. D., will build an elevator at the new town of Edmore.

The St. Anthony & Dakota elevator at Osabrock, N. D., has been enlarged and improved.

The National Elevator Co. has erected a brick office and power house at Bartlett, N. D., and the

Minneapolis & Northern Elevator Co. is preparing to do the same.

The Interstate Elevator Company has engaged in the coal business at Wakonda, S. D.

The St. Anthony & Dakota Elevator Co. has completed a 50,000-bushel elevator at Souris, N. D.

Lemmer & Sons are building a first-class 15,000-bushel elevator on their farm west of Worthing, S. D.

The South Dakota Grain Company has succeeded the Canton Grain Company at Canton, S. D.

The North Dakota Horse & Cattle Company are preparing to erect a large grain elevator at Rugby, N. D.

The Great Western Elevator Company will install a dump scale at their elevator at Marietta, S. D.

Geo. S. Treichler is improving his elevator at Niagara, N. D., and will place a new and larger engine.

At Baltic, S. D., the Younglove & Boggess Company, contractors, will install an improved Hall Distributor.

Peter Wild has erected a 35,000-bushel elevator on his large farm near Osabrock, N. D., to care for his own grain.

The McCaull-Webster Grain Co. are preparing to replace their warehouse at Dell Rapids, S. D., with a large new elevator.

The Imperial Elevator Company has purchased O'Connor Bros.' elevator at Crystal, N. D. James Yeo continues as agent.

The annual report of the Farmers' Elevator Company, Buxton, N. D., is said to show a very creditable condition of affairs.

A. G. Hahn has purchased W. G. Bickelhaupt's elevator at Aberdeen, S. D., and will put in a dump, power plant, etc., during the summer.

The McCaull-Webster Elevator Company of Minneapolis will equip their new elevator at Holmquist, S. D., with an improved Hall Distributor.

R. L. Metcalf of Lakota, N. D., has a conveyor 165 feet long extending from his elevator to the Great Northern tracks. He could have a site close to the tracks but deems his present location more advantageous in securing business.

Heising Bros. Elevator Company of Northwood, N. D., are building a 30,000-bushel flax house at Rolla, where they now have a wheat elevator of the same capacity. They will also erect a 50,000-bushel elevator at Edmore, and have other sites in contemplation.

The Farmers' Elevator Company of Cummings, N. D., at its recent annual meeting, declared a dividend of 25. After this is paid a surplus of about \$1,000 will remain in the treasury. The business affairs of the company are looked after by Dethleff Larson, a banker.

The companies which were recently consolidated into the Western Elevator Co. at Winona, Minn., owned competing elevators at a good many points. There is considerable interest being manifested at these places as to what the outcome will be. It is expected that only one house in a place will be operated.

#### MISSOURI, KANSAS AND NEBRASKA.

H. M. Pollard is building an elevator at Nehawka, Neb.

Simpson & Truit have discontinued their grain business at Agricola, Kan.

R. B. Kummer, miller at Red Cloud, Neb., will erect a 10,000-bushel elevator.

The grain firm of Thompson & Tucker at Eskridge, Kan., has been dissolved.

The Morton Grain Company of Nebraska City, Neb., is rebuilding an elevator at Paul.

The Thos. L. Ewan Grain Co., Kansas City, Mo., has been succeeded by the Ewan Grain Co.

B. Ainsworth has succeeded L. N. Tweedy in the grain and grocery business at Rydall, Kan.

Banning & Son of Union, Neb., will equip their elevator with an improved Hall Distributor.

The W. T. Redmon Grain Co., Kansas City, Mo., has been incorporated under the same style.

Thos. Ostergard & Co. of Newmans Grove, Neb., will install a second S-duct Hall Distributor.

The Nebraska Elevator Company of Lincoln has increased its capital stock from \$50,000 to \$100,000.

The Kaw Grain & Elevator Company of Kansas City, Mo., has filed articles of incorporation. The capital stock is \$12,000, and the objects of the company are to own and operate grain elevators. The



120 shares are owned by Alexander McKenzie, John E. Rahm and Edwin D. Fisher of Kansas City.

William Otto of Charleston, Neb., has received a shipment of an improved Hall Distributor for his elevator.

John Wilson retired from the grain business at Seoville, Neb., on July 1. He will sell machinery and buy hogs.

The Russel Grain Company has purchased part of the site of the old Novelty Elevator on the West Bottoms at Kansas City.

Chapin Bros. have contracted for the erection of a 15,000-bushel elevator in connection with their mill at Minneapolis, Kan.

F. P. Miller & Son, Chetopa, Kan., have made many improvements in their elevator and built a new seed house, 20x30 feet.

After being shut down for two years on account of lack of business, the Alliance Elevator at Callaway, Neb., is being opened again.

The Jones Grain Company are completing a 7,000-bushel elevator at Julian, Neb., which will be operated by a 4-horsepower gasoline engine.

The J. Rosenbaum Grain Co. of Chicago has filed a certificate showing a capital stock of \$500,000, \$50,000 of which is to be used in Missouri, with an office at Kansas City.

The W. C. Lemping Grain Co. of St. Louis has incorporated with a paid-in capital of \$10,000. The incorporators are Wm. S. Lemping, Matthew E. Sullivan and Henry E. Bender.

It is reported that the Calmnet Grain Co. of Chicago contemplates erecting a large terminal elevator in St. Louis when the Rock Island Railway has made definite terminal arrangements there.

The Cherryvale Grain & Live Stock Association, Cherryvale, Kan., has been incorporated with a capital stock of \$6,000. The new company has purchased the Brinson-Judd Grain Company's elevator.

W. J. Stevens, of the Stevens-Scott Grain Company, operating a line of fifteen grain elevators in Oklahoma and Southern Kansas, has opened an office in the Sedgwick Block in Wichita and taken up his residence in that city.

Turner & Brenner have sold their elevators at Arlington and Ceresco, Neb., to the Updike Grain Co. of Omaha, while those at Kennard, Washington and Beaver Crossing have been sold to The Nye & Schneider Co. of Fremont.

J. S. Ewart, who recently sold his half interest in the firm of J. P. Gibbons & Co. at Kearney, has located at Beatrice, Neb., where he is operating a line of elevators on the B. & M. under the name of the J. S. Ewart Grain Company.

The Kansas City branch of the Marseilles Manufacturing Company has recently supplied machinery outfits for the following grain elevators in Kansas: Farmers' Grain and Live Stock Association, Coats; Peck & Edwards, Hazelton; D. M. Brower, Lewis; Temple & Gilchrist, Bentley; C. A. Schmidt, Freeport.

W. W. Culver of Wichita, Kan., has been appointed manager of the Farmers' Grain and Live Stock Association of Kansas. This is the central organization through which over 100 farmers' elevator companies seek to market their grain. A large transfer and cleaning elevator is needed for handling and grading this grain, and an effort is being made to get Wichita people to subscribe for stock for this purpose.

#### CANADIAN.

The pile foundation for the new elevator at Montreal is completed.

Chas. McKay has purchased Shaw & Whitley's elevator at Morden, Manitoba.

A 35,000-bushel elevator will be built at Beresford, Manitoba, by W. J. Lindsay of Brandon.

A 40,000-bushel elevator is being built at Milestone, Assa., by the Winnipeg Elevator Company.

McCulloch & Herriott of Souris, Manitoba, contemplate the erection of an elevator at Pipestone.

An elevator is being erected at Yellow Grass, N. W. T., by the Lake-of-the-Woods Milling Company.

A 50,000-bushel elevator is being built at Brandon, Man., in connection with a flour mill for Alexander & Law Bros.

The Truesdell Elevator Company has been incorporated at Minneapolis with a capital of \$100,000 to operate a line of elevators to be constructed on the Moosejaw branch of the Canadian Pacific, now being constructed. One elevator has been pur-

chased, another is being built and 12 more will be constructed as fast as rails are laid to townsites.

A grain conveyor is being constructed at Quebec to connect the Great Northern Elevator with Pointe a Carey wharf.

The Binsearth Farmers' Elevator Company, Binsearth, Manitoba, has been incorporated with a capital stock of \$20,000.

The Ogilvie Milling Company recently completed an elevator at Oakville, Manitoba, and is now erecting one at Minnedosa.

The Northern Elevator Company's elevator at Pipestone, Man., was burned last month. It contained 4,000 bushels of wheat.

The Purvis Farmers' Elevator Company, Ltd., is being organized at Purvis, Manitoba, to build and operate a 40,000-bushel elevator.

The Roblin Elevator at Deloraine, Manitoba, is being extensively repaired and improved. A gasoline engine and other modern appliances are being added.

Changes have been made in the Canadian Pacific Elevator A at Fort William, Ont., so that the large new grain cars now coming into use can be handled with greater facility.

At Shoal Lake, Manitoba, the new Scott Elevator is completed, and together with the old one has capacity for 90,000 bushels. Randall & Green are also improving their elevator.

For the nine months ending June 30, according to Chief Inspector Horn, there were 52,748 cars of grain inspected at Winnipeg, against 14,168 cars during the same period of the preceding season.

It is stated that, owing to the grain traffic not being more than normal and the price of steel being so high, the Canada Atlantic Railway has abandoned its intention of erecting an elevator at Depot Harbor this year.

## FIRES--CASUALTIES

The South Dakota Grain Company's Elevator at Canton, S. D., was blown over June 24.

Wilkinson Bros.' elevator at Charlottesville, Ind., was blown down by a tornado June 25.

The Spencer Grain Company's house at Wesley, Iowa, was wrecked by the windstorm of June 10.

Welch & Co.'s elevator at Gaylord, Minn., was burned June 23. Loss, with others, about \$4,000.

The Minnesota Elevator Company's elevator at Janesville, Minn., was badly damaged by storm; July 5.

The Moler Elevator Co. of Conroy, Iowa, sustained considerable damage, as a result of a windstorm June 11.

The elevator at Stilson, Iowa, was blown down during the storm of June 10. The loss will amount to over \$1,000.

An implement shed belonging to the Beason Grain Company, at Beason, Ill., was destroyed by a windstorm June 10.

The grain warehouse of C. E. Dinges at Corvallis, Ore., was burned June 25. The loss is \$12,000 and insurance \$3,500.

The elevator and feed store of Joseph Patton at West Salisbury, Pa., was burned June 26. Loss, \$5,000; insurance, \$4,300.

The elevator of Shaw & Binder at Colorado, Iowa, was struck by lightning July 1 and damaged to the extent of over \$500.

Fire, July 4, destroyed F. L. Wheeler's elevator at Scotland, S. C. Loss, \$5,000; insurance, \$3,500. The blaze was started by lightning.

The grain elevator of New Bros. at Maxwell, Ind., was destroyed by a tornado June 25. The loss is estimated at between \$4,000 and \$6,000.

The iron smokestack on the Flanagan Elevator at 1913-1921 South Third street, St. Louis, Mo., was blown down June 28, entailing a loss of \$200.

Terwilliger & Dwight's elevator at Sioux Center, Iowa, with 1,000 bushels of wheat and the same amount of corn, was wrecked by storm June 24.

J. M. Bellamy's elevator at Sweet Springs, Mo., was burned recently. The house contained 15,000 bushels of grain. Lightning is supposed to have started the fire.

John C. Carlson, a millwright, while at work in Elevator B, of the Illinois Central Railroad Company, at the foot of South Water street, Chicago, June 26, fell through a shaft to the ground, a dis-

tance of 75 feet and was killed instantly. He was 56 years old and lived with his family at 528 Forty-sixth street, Chicago.

The American Grain Company's elevator at Hartington, Neb., was struck by lightning June 21. The fire that resulted was put out by a chemical extinguisher without loss.

Fire which started in the engine room of the Northern Elevator Company's elevator at Pipestone, Man., June 23, destroyed the plant. The structure contained about 5,000 bushels of wheat.

The 3-story elevator of the Frederick Company at Harrison, Ohio, was gutted by fire July 3. There was no grain in the house, but the loss on machinery and building amounts to \$1,000.

The Suicarte Elevator of the Smith-Hippen Co. of Pekin, Ill., was struck by lightning and burned to the ground June 28. The house contained about 1,500 bushels of grain and was fully insured.

Hudson, S. D., was the center of a windstorm that caused damage amounting to between \$30,000 and \$50,000. Among the buildings demolished was the large elevator of the Huntington Elevator Company.

Fire June 13 damaged the Northwestern Elevator at Willmar, Minn. The cupola was burned off and the fire did considerable damage to the shaft. The loss was not heavy and is fully covered by insurance.

The Northwestern Elevator at Norcross, Minn., containing 2,000 bushels of wheat and 1,000 bushels of oats, was destroyed by fire June 27. The fire is charged to a hot journal. The insurance is said to be ample to cover the loss.

The wholesale grain and feed house of G. C. Cochran at South McAlester, I. T., was totally destroyed by fire June 13. The loss on building and stock is placed at \$5,000 and the insurance is unknown. The fire started in a packing house.

The Brooks Elevator at Stauffer, Iowa, was completely demolished by the storm of June 10. The Granger Elevator, in the same town, was unroofed and badly twisted, but remained in place. No estimate of the losses has been made.

The Van Dusen Elevator at Byron, Minn., was struck by lightning and fired June 12. The blaze was discovered in time to permit of its being extinguished by the aid of a barrel of water kept in the cupola for just such a purpose.

One of the large corn cribs of the Rockwell Merchandise & Grain Company at Abilene, Kan., was destroyed by fire, causing an estimated loss of \$1,600, with insurance of \$600. The fire is supposed to have started from a tramp's pipe.

The hay, grain and feed store of R. Pendleton at San Antonio, Texas, was practically gutted by fire June 18. The fire started shortly after the establishment had been closed for the night and the origin is not known. The stock was valued at \$3,000 and partially insured.

The elevator at Spring Lake, Ill., operated by the Smith-Hippen Company of Pekin, Ill., and owned by Mrs. John Stout, was destroyed by fire July 2, entailing a loss of \$25,000, with insurance of \$11,000. This is the third elevator operated by this company to be burned recently. Incendiarism is hinted at.

The St. Paul & Kansas City Grain Company's elevator at West Concord, Minn., was discovered on fire at 2 p. m., June 17. The flames were extinguished after a hard fight on the part of the fire department. An investigation showed that the fire had started in the basement, but how is a mystery, as the elevator had been closed for about two months.

The large transfer elevator at Harlem, a suburb of Kansas City, Mo., owned by the Maroon Grain Company, was destroyed by fire June 28. There was no grain in the building, but 1,000 grain sacks were burned. The loss is \$18,000. The elevator was built last December by Arnold & Miller and was sold by them to the Maroon Grain Company. The transfer was concluded the day before the fire occurred.

A block of frame buildings near the New York division of the Pennsylvania Railroad at Philadelphia were burned June 10. One of the structures, all of which were owned by the Pennsylvania Railroad Company, was occupied by the Germantown Junction Elevator & Warehouse Company. The loss to this company is about \$12,000. There was 10,000 bushels of grain in the house and in cars near the elevator. This was destroyed.

Owing to opposition by the City Council to granting grade privileges, the Grand Trunk Railway Company has abandoned, for the present, at least, the project of building an export grain elevator at New London, Conn.



## CROP REPORTS

Frosts in Utah have destroyed hundred of acres of wheat.

Wheat in Pennsylvania and Delaware is poor. Harvesting is under way.

Corn is reported growing well in all sections of Minnesota and the Dakotas.

Colorado's products will be much smaller than usual, owing to lack of rain.

Harvesting in Maryland shows an average yield of wheat. The quality of the grain is high.

The North Dakota agriculture bureau estimates the corn crop at nearly half a million acres.

In New York many farmers in the bottomlands have lost nearly all their grain crops owing to the heavy rains.

Corn in New England still holds back and in some sections will be a total failure unless the season is very late.

The crop outlook in California is practically unchanged. Harvesting has been commenced in some parts of the state.

The hay and grain crops in nearly all sections of Montana are in excellent condition, although growth is retarded somewhat by cold weather.

In Wisconsin corn is making heavy growth; winter wheat and rye crops are heavy and will soon be harvested. Oats and barley are heavy, but are lodged somewhat.

The dronth in Texas has been broken to some extent by good rains, but the consensus of opinion seems to be that the rains came too late to save the wheat and corn crops.

The wheat yield in Kentucky is light, but the quality of the grain is excellent. Corn promises one of the heaviest crops in years. Oats are ripening and harvesting has begun.

The Dominion Department of Immigration is in receipt of information showing that the wheat acreage throughout Manitoba and the Northwest Territories is greater than last year and that conditions for a large crop are favorable.

It is said the first 100 acres of wheat thrashed in Oklahoma yielded only five bushels per acre. All the reports from Oklahoma direct show disappointing thrashing returns and quality. In Oklahoma the yield is running from 3 to 8 bushels per acre, or 4 to 5 bushels below expectations, and the wheat does not test over 52 pounds to the measured bushel.

The official monthly crop report for Michigan issued July 9, says the wet weather of the past few weeks seriously damaged corn. Much corn was wholly drowned out, while more was damaged, so that it is yellow and small. Wheat, oats, meadows and pastures made good growth. The estimated yield of wheat is sixteen bushels per acre, as against ten bushels last year. The cool, damp weather has tended to produce a good growth of straw and made the barley plump.

Wheat harvesting in Kansas is practically completed and thrashing shows poor to fair yields. Early estimates of a short crop are being revised. George M. Randall, secretary of the Kansas State Millers' Association, says that his previous estimate—45,000,000 to 50,000,000 bushels—will be found to be too small unless a great deal of it is injured by high water. Corn is generally favorable and is tasseling. The oat crop is heavy and harvesting is general. Thrashing shows a large yield.

The weather bureau's report on Nebraska conditions is as follows: "Cool, with heavy rains; very unfavorable for wheat; harvest delayed; ripe uncut wheat somewhat damaged and wheat in shock sprouting to some extent; corn cultivation delayed and some fields getting weedy; corn rather small, but in promising condition and growing nicely; oats lodging badly." The reports from various sections of the state have been very optimistic up to this time and have indicated that the largest crop in years would be harvested.

The condition of the Missouri corn crop is 99, which is above the average reported in July for the past five years. More than two-thirds of the crop was laid by June 30; some of it had not been plowed enough on account of wet weather and some fields are quite weedy. Considerable damage has been done on bottom lands by water, and unless the weather is most favorable during the present month, the present high condition can hardly be maintained. Early fields are beginning to tassel and the wet weather has prevented material damage from chinch bugs, which are reported quite numerous in many places. A large per-

centage of the wheat is in shock, but some of it will not be thrashed owing to sprouting, caused by wet weather.

The crop report issued by the weather bureau on July 8 says of Indiana: Weather conditions last half of week highly favorable to crops. Wheat and rye being thrashed in south, satisfactory in quality. Harvest nearing completion in central and commenced in north. Oats crop heavy; ripening, badly lodged; corn in excellent condition, except suffering from wet ground in north section.

The South Dakota state report says: "With the exception of a severe windstorm June 24 the weather has been favorable for wheat, oats, barley, speltz and rye, which are generally in promising condition. Barley and spring rye are mostly in head and wheat is beginning to head generally. Corn growth has been slow and the crop is backward. Where injured by frost, recovery is slow, and in some fields still uncertain; potatoes are generally recovering, though slowly. The frost injury to corn in the Black Hills region was greater than at first reported.

The secretary of the South Minnesota and South Dakota Grain Dealers' Association has compiled a table showing crop conditions in 39 counties in Minnesota and 40 counties in South Dakota, compared with last year. The table deals with the acreage of wheat, oats, barley, rye and corn, the probable yield per acre and the general condition of growing grains. The reports, which are from correspondents in the various counties, show the wheat acreage is generally less than last year, while the acreage of the other grains is generally larger. The estimated yield in bushels to the acre is in nearly every instance larger than a year ago.

Statistician Snow says advices from a third of the corn belt area show a very satisfactory condition, with the general corn average well above 90. The winter wheat promise at time of harvest is higher in every state of importance than a month ago, and from Michigan to the Missouri River the yield will be larger than expected and well above the average. Spring wheat reports are less favorable from the Dakotas, but there seems little reason to believe the frost damage has been serious. There has been a distinct lowering of the oats condition from excessive moisture at the period of filling and ripening, and complaint of rank growth and lodging is widespread.

The wheat yield in the Pacific Northwest will be large. In Oregon a uniform stand and excellent conditions generally are shown. The wheat harvest of Eastern Washington will commence this year three weeks or a month later than usual. That is, heading will begin between July 20 and August 1, whereas it usually begins about July 1. The harvest of fall wheat on the rich, hill soil and the spring wheat on the low, light soil will begin almost simultaneously. The crop this year will not come up to the mammoth yield of last year, but it will probably be in excess of the average, owing to the increased acreage. The possibility of hot winds is considered with apprehension in some sections of the state. This is the situation in wheat as summed up by State Grain Inspector Arrasmith.

The Minnesota and North Dakota weather bureaus' reports for the week ending July 8 show that general conditions are favorable. Minnesota says: "In the northern part of the state, spring wheat, oats, barley and flax are growing well; in central and southern portions these crops are in splendid condition, except in a few localities with light soil." Northern Dakota says: "Wheat, in its general standing could not be improved much, the early sown is heading fast." Early sown oats are heading and the crop is in splendid condition. Flax is very uneven, being from a quarter inch to two feet in length, the latter in blossom. The late sown flax is very weedy in some sections and the grasshoppers have done some damage along the Red River. Barley is doing exceptionally well and rye is heading.

It is apparent that reports of excessive damage to wheat, oats and corn in Illinois, by the rains, have been greatly exaggerated. Estimates made July 9 by the Illinois Department of Agriculture are that 7 per cent of the growing corn was destroyed, Northern Illinois reporting 11 per cent, Central Illinois 8 per cent and Southern Illinois 3 per cent. Growing corn in Northern Illinois on July 1 was 85 per cent of an average crop; in Central Illinois 95 per cent of an average crop, and in Southern Illinois 98 per cent of an average crop, giving the state an average of 93 per cent. Wheat suffered most in the central part of the state. In the low lands considerable harvested wheat was floated away and entirely lost, while what was left soon began to sprout. In this division it is thought 12 per cent of the wheat was lost; in Northern Illinois 6 per cent and in the southern division 7 per cent. It is still difficult to estimate the oats loss. According to the best judge of the department reporters the loss on this crop will be

12 per cent in Northern Illinois, 17 per cent in Central Illinois and 7 per cent in Southern Illinois, a state average of 12 per cent.

In general the crop situation has been improved in the larger part of Iowa, according to the official report. The condition of corn is unusually variable as to size and amount of cultivation; but probably three-fourths of the planted area is fairly clean and up to normal standard. Dry weather and sunshine are now imperatively needed for ripening and harvesting small grain and securing the bountiful hay crop. Spring wheat in sections where the acreage is largest has been doing well, with moderate damage by rust. Oats badly lodged in the central valleys, but the state average is nearly up to the normal, and the output depends wholly upon seasonable weather in the near future. The correspondents on July 1 reported the following averages of condition: Corn, 92 per cent; spring wheat, 96; oats, 95; barley, 97; flax, 99; hay, 99.

The official report of the Ohio Department of Agriculture, dated July 1, is in part as follows: The outlook for wheat is somewhat irregular throughout the state, but as a whole, shows an improvement of two points above last month. In many counties the wheat has gone backward within the month and in some places it has been damaged by the recent heavy rains. In some of the southern counties where the wheat is cut, the grain in shock is beginning to sprout. A great deal of wheat was harvested before being properly matured, because of the work of fly. Notwithstanding the damage by fly, flood and other causes, in many counties and localities, the improvement in other counties has been sufficient to overcome any loss and increase the general average prospect to about 2 per cent above the estimate of last month. Of the wheat seeded last fall 2.8 per cent is estimated to have been plowed up this spring, leaving 1,969,574 acres for the actual harvest. Barley and rye have held well up to conditions reported last month. Reports are quite numerous that some rye fields are badly infested with chinch bugs. Oats show a fairly good condition, except on the low and poorly drained lands, where much injury has been done by the heavy rains. The general oats prospect for the state shows 88 per cent of a full average. The corn area is well up with last year, being only two-tenths of 1 per cent less. In many parts of the state, corn that was planted early was considerably damaged by cut worms and a great deal had to be replanted. This and dry weather the early part of the season kept the crop back, growth being slow. In June the heavy rains came and the fields could not be properly worked. The general condition as estimated July 1 shows 83 per cent as compared with a full average condition. Timothy is very light throughout the state.

The monthly crop bulletin of the United States Department of Agriculture, dated July 10, says, in part: "Preliminary returns on the acreage of corn planted indicate an increase of about 3,520,000 acres, or 3.9 per cent, on the area harvested last year. Of the 25 states and territories with 1,000,000 acres or upward in corn harvested last year, Iowa, Nebraska, and Michigan report an increase of 1 per cent, Pennsylvania, Indiana, Virginia and Louisiana of 2 per cent, Georgia, Arkansas, Wisconsin and Missouri 3 per cent, Ohio, Illinois, Mississippi and Indian Territory 4 per cent; Kansas, Kentucky and Tennessee 5 per cent; North Carolina and South Carolina 6 per cent; Texas 7 per cent; Alabama 8 per cent; Minnesota 9 per cent and South Dakota and Oklahoma 11 per cent. The average condition of the growing crop on July 1 was 87.5, as compared with 81.3 on July 1, 1901, and a ten-year average of 89.2. The condition in Illinois was 91, in Iowa, Nebraska and Indiana 90, in Kansas and Oklahoma 99, in Missouri 102, in Ohio 87 and in Texas 41. The average condition of winter wheat improved during June nine-tenths of one point, standing on July 1 at 77, or 11.3 points below the condition on July 1, 1901, and 2.4 points below the ten-year average. It fell off during June 4 points in Kansas, 2 points in California and Oklahoma, and 1 point in Illinois, and improved during the same period 2 points in Pennsylvania and Ohio, 7 in Indiana and Nebraska, 10 in Michigan and 3 in Missouri. Special field agents report a decline of 4 points in Indiana and Illinois since July 1. The average condition of spring wheat declined 3 points during June, standing at 92.4 on July 1, as compared with 95.6 on July 1, 1901, and a ten-year average of 85.8. The decline during June amounted to 5 points in Minnesota, 6 in South Dakota, 3 in Iowa and 1 in Washington. On the other hand, there was an improvement of 9 points in Nebraska, with no appreciable change in North Dakota. The condition of spring and winter wheat combined on July 1 was 82.9, as compared with 91.1 on July 1, 1901; 69.8 on July 1, 1900, and 76.2 at the corresponding date in 1899. The amount of wheat remaining in the hands of farmers on July 1 is estimated at about 52,440,000 bushels, or 7 per cent of the crop of last year. The average condition of the oat crop on July 1 was



92.1, as compared with 90.6 last month, 83.7 on July 1, 1901, and a ten-year average of 87.3. The average condition of barley is 93.7, against 93.6 one month ago, 91.3 on July 1, 1901, 76.3 at the corresponding date in 1900, and a ten-year average of 87.1. All the principal barley producing states, except New York and California, in which states improvements amounting to 1 and 4 points respectively were noted, show a slight decline in condition during the month. Notwithstanding this decline, however, the present average condition in every important state is above the ten-year average. The average condition of winter rye is 91.2, as compared with 93.6 on July 1, 1901, and a ten-year average of 89.2. Each of the principal rye producing states shows an improvement in conditions during the past month. The average condition of spring rye is 89.3, as compared with 93.3 on July 1, 1901, and a ten-year average of 87.9. The two leading spring rye states, Wisconsin and Nebraska, report conditions 8 and 19 points above their respective ten-year averages. Reports of the hay crop are very favorable, an improvement in condition being noted during June in nearly every important hay producing state. The rains of the past two months have been very beneficial to pastures, and their present condition is excellent, nearly every important state reporting a condition considerably above the ten-year average.

## PERSONAL

Wm. Galt Jr. now has charge of the elevator at Myrtle, Minn.

Fred C. Blodgett has moved from Minneapolis to Warroad, Minn.

R. H. Evarts has removed from Sargent, Minn., to Eagle Grove, Iowa.

F. W. Mason has been appointed wheat buyer at Renville, Minn., for the Victoria Elevator Company.

J. J. Buchanan has resigned his position as grain buyer at Hahnman, Ill., and has returned to his home at Elmhurst, Ill.

Clem Falcon has been engaged as manager of the new elevator at Mt. Vernon, Iowa, for the Northern Grain Company.

William Hotsenpillar, manager of Kirkpatrick, Lackland & Co.'s grain business at Ballard, Ill., has gone to Colorado for his health.

S. S. Smith is in charge of the grain business of H. J. Puterbaugh at Mackinaw, Ill., during the latter's absence on a trip to the North.

J. J. Morris has been appointed traveling solicitor for Pratt & Co. of Decatur, Ill. Mr. Morris will spend a portion of his time in the office at Decatur.

A. A. Barrett, agent for the Duluth Elevator Company at Glyndon, Minn., has resigned, and is succeeded by H. T. Shoefeld, lately of Manville, Minn.

D. F. Hayward, who was manager for F. J. Hastings, grain and flour, Marlboro, Mass., lately succeeded by Dadmun & Steele, has resigned his position.

M. A. Mortenson, grain buyer at Dorwart, Minn., has gone to Canby, Minn., where he will have charge of an elevator. Fred E. Olson is the new buyer at Dorwart.

George W. Murfin, for the past nine months manager of Bingham Bros.' elevator at New Ulm, Minn., has purchased an elevator at Winnebago City, Minn., and has removed to the latter place.

W. J. Stevens, of the Stevens-Scott Grain Company, which has 15 elevators in Oklahoma and Southern Kansas, has bought residence property at Wichita, Kan., and will make that city his headquarters.

George F. Stone, secretary of the Chicago Board of Trade, fell from his horse July 1 and sustained severe bruises, which, however, were not serious enough to cause Mr. Stone to absent himself from his office for any length of time.

Gus Kersten, for twenty-five years with Rosenbaum Bros. of Chicago, severed his connection with that firm July 1 and has taken charge of a line of elevators on the E., J. & E. Railroad. His headquarters will be at Plainfield, Ill.

Miss Mabel Dewey, the 18-year-old daughter of Milton S. Dewey, a well-known grain man of Mazon, Ill., was drowned recently in a creek near Mazon. The young lady, accompanied by her sister, Flora, and Dr. G. Washburn, were in a row-boat which was capsized by becoming caught on a barb wire fence stretched across the stream to prevent stock from getting through when the water

is low. Dr. Washburn made a brave effort to rescue both the young ladies and succeeded in saving Flora. The body of the drowned girl was recovered.

The little son of Ed. Mendenhall, an employe of the Tomlinson Grain & Lumber Company, Winchester, Ind., touched a match to a cartridge from which the ball had been withdrawn. The powder exploded and the child will probably lose his eyesight as a result.

H. H. Peters, with Bartlett, Frazier & Co., Chicago, has returned from California. He resumed his duties with his house June 16. Mr. Peters spent the winter in California for his health and his many friends will be glad to learn that he has completely recovered.

Noah Ash will look after the grain buying business of C. E. Timberlake at Papineau, Ill., the latter having taken charge of an elevator at Martin, Ill., recently purchased. Ralph Russell has been succeeded as engineer of the elevator at Papineau by Tom Moore.

Frank Fowler of Wawanesa, Man., has succeeded W. L. Parrish as secretary of the Northwest Grain Dealers' Association, with headquarters at Winnipeg. Mr. Parrish, who had been secretary since the formation of the Association, resigned on account of personal business.

Lucius D. Potter, who has been associated with his father and brother, Waynes N. and Arthur D. Potter, in the grain business, has retired from the firm. The headquarters of the firm are at Greenfield, Mass., and branches are conducted at Northampton, Hadley, North Adams, Hoosac Tunnel, Charlemont, Buckland and Athol, that state.

### STANDARD GRADES AT TOLEDO.

The following standard grades of grain and clover seed are now in force at Toledo, O. They are in some respects different from those in effect in the same market for last crop.

#### WINTER WHEAT.

No. 1 White Wheat.—To be white winter wheat sound, dry, reasonably clean, and equal in quality to No. 2 red, weighing not less than 58 pounds to the bushel and to contain at least 90 per cent of white wheat.

No. 2 White Wheat.—To be sound, dry and reasonably clean white winter wheat; may be slightly shrunk or discolored, weighing not less than 55 pounds to the bushel, and to contain at least three-fourths of white winter wheat.

No. 3 White Wheat.—To be sound white winter wheat; may be shrunk or discolored and not well cleaned, and weighing not less than 52 pounds to the bushel.

Rejected White Wheat.—To be white winter wheat; may be warm or musty, but not so badly damaged as to render it unmerchantable.

No. 2 Soft Red Winter.—To include all varieties of soft winter wheat, to be sound, dry and fairly well cleaned, to contain not more than 5 per cent of white wheat, and weighing not less than 58 pounds to the bushel.

No. 3 Soft Red Winter.—To be sound and include shrunk and dirty winter wheat, weighing not less than 55 pounds to the bushel, and to contain not over 8 per cent of white wheat.

No. 2 Hard Red Winter.—To be the hard variety, sound, dry and reasonably clean, and shall not contain more than 3 per cent of white wheat.

No. 3 Hard Red Winter.—To include inferior or dirty hard winter wheat, but suitable for flouring, weighing not less than 56 pounds to the bushel, and containing not more than 8 per cent of white wheat.

No. 4 Hard Red Winter.—To include inferior or dirty winter wheat of the hard variety, and weighing not less than 52 pounds to the bushel.

No. 1 Rejected Soft Red Winter.—To be reasonably clean; may be musty or slightly warm, and weighing not less than 55 pounds to the bushel.

No. 2 Rejected Red Winter.—To include all rejected red winter wheat, but must not weigh less than 50 pounds to the bushel.

Grade of Wheat and Rye Mixed.—The grain to be sound and containing at least 75 per cent of wheat.

No Established Grade of Wheat and Rye Mixed.—Must not exceed 50 per cent of rye.

No. 2 Red and White Mixed Wheat.—To be sound, dry and well cleaned, and to include all varieties of soft red and white winter wheat, and to weigh not less than 58 pounds.

No. 3 Red and White.—To include all varieties of soft and white winter wheat, to be sound, but not good enough for No. 2, and weighing not less than 55 pounds to the bushel.

Mixed No. 2 Red Winter Wheat.—To include hard and soft winter wheat mixed, and in every respect equal to No. 2 soft or No. 2 hard, and to contain not more than 50 per cent hard wheat.

Mixed No. 3 Red Winter Wheat.—To include hard and soft winter wheat, and in all other respects equal to No. 3 red soft or No. 3 red hard.

No. 1 Smutty Wheat.—To be equal in all respects

to No. 2 red wheat and only slightly tainted with smut.

No. 2 Smutty Wheat.—To contain all smutty wheat not good enough for No. 1.

No Established Grade.—Of any kind of grain means that it is not good enough for one grade and too good for another, and virtually preserves its identity so that it can be sold by sample.

#### SPRING WHEAT.

No. 1 Northern Spring Wheat.—Must be northern grown spring wheat, sound and reasonably clean and of good milling quality, and must contain not less than 50 per cent of the hard varieties of spring wheat.

No. 2 Northern Spring Wheat.—Must be northern grown spring wheat, not clean enough or sound enough for No. 1, and must contain not less than 50 per cent of the hard varieties of spring wheat.

No. 2 Spring Wheat.—To be reasonably clean spring wheat and free from other grain, such as will make sound flour.

No. 3 Spring Wheat.—To include all inferior, shrunk or dirty spring wheat, not musty, and weighing not less than 53 pounds to the bushel.

Rejected Spring Wheat.—To be spring wheat, not so badly damaged as from any other cause to render it unfit for No. 3.

Note.—In case of mixture of spring and winter wheat, it shall be called spring wheat and grade according to the quality thereof.

#### CORN.

No. 2 Yellow Corn.—To be at least 95 per cent yellow, to be sound, dry and clean. Can be very slightly mixed with unsound kernels.

No. 3 Yellow Corn.—Shall be at least 90 per cent yellow, must be sound and reasonably clean, and may be slightly damp, and may be slightly mixed with unsound kernels.

No. 4 Yellow Corn.—Shall be not less than 90 per cent yellow, to include all merchantable corn not good enough for No. 3 yellow.

No. 2 White Corn.—To be white, to be dry, sound, clean, and to contain not more than 2 per cent of colored corn. Can be very slightly mixed with unsound kernels.

No. 3 White Corn.—To be white, containing not more than 4 per cent colored corn; must be sound, reasonably clean, and may be slightly damp, and may be slightly mixed with unsound kernels.

No. 4 White Corn.—To include all merchantable corn not good enough for No. 3 white, but must not contain over 4 per cent colored corn.

No. 2 Corn.—To be mixed corn, sound, dry, clean and can be slightly mixed with unsound kernels.

No. 3 Corn.—To be mixed corn, must be sound, reasonably clean, may be slightly damp and may be slightly mixed with unsound kernels.

No. 4 Corn.—To include all merchantable mixed corn not good enough for No. 3 corn.

#### OATS.

No. 2 White Oats.—To be white oats, dry, sound and sweet and reasonably clean. Shall not contain over 5 per cent of mixed oats.

No. 3 White Oats.—Shall be white oats, reasonably dry, sweet, sound, and reasonably clean. They shall not contain over 10 per cent of mixed oats; may be slightly stained.

No. 4 White Oats.—Shall be white oats, may be stained or discolored, but must be reasonably sweet, and contain not over 10 per cent of mixed oats.

Rejected White Oats.—To be white, may be heated or musty, and shall include all merchantable oats not good enough for No. 4 white.

No. 2 Oats.—To be mixed oats, dry, sound, reasonably clean.

No. 3 Oats.—To be mixed oats, reasonably dry, sweet, sound and reasonably clean; may be slightly stained.

Rejected Oats.—May be heated or musty, and shall include all merchantable oats not good enough for No. 3.

No. 2 White Clipped Oats.—Must be equal in every respect to No. 2 white oats.

No. 3 White Clipped Oats.—Must be equal in every respect to No. 3 white oats.

No. 2 Clipped Oats.—To be equal in every respect to No. 2 Mixed Oats.

No. 3 Clipped Oats.—To be equal in every respect to No. 3 Mixed Oats.

#### RYE.

No. 2 Rye.—To be sound, plump and reasonably clean, and weighing not less than 56 pounds to the bushel.

No. 3 Rye.—To include inferior rye, not unsound, but from any other cause not good enough for No. 2, and to weigh not less than 52 pounds.

#### BARLEY.

No. 1 Barley.—To be plump, bright, sound, clean, and free from other grain.

No. 2 Barley.—To be reasonably clean and sound, but not bright and plump enough for No. 1.

Rejected.—All barley that from any other cause is unsound and not largely mixed with other grain.

#### CLOVER SEED.

Choice Clover Seed.—To be bright in color, dry,



sound, plump, well cleaned, and containing very few foreign seeds, and of uniform quality.

Prime Clover Seed.—To be dry, sound, reasonably clean, and only slightly mixed with foreign seed.

No. 2 Clover Seed.—To be merchantable clover seed, but too badly mixed with dirt, brown or foreign seed, or in other respects not good enough for prime.

Rejected Clover Seed.—To include all seed, damp or damaged, very dirty, or so badly mixed with foreign seed as to render it unmerchantable.

Mammoth Alsike and Timothy.—Graded by above rules.

Any grain below or above established grades shall be held on track and consignee notified.

When grain is sold by carloads without the specific quantity being named at time of sale, a carload of corn or rye shall consist of 800 bushels each; a carload of oats 1,200 bushels, and a carload of wheat 800 bushels.

Plugged cars shall be graded not above that of the poorest quality grain found in the car.

All persons employed in the inspection of grain shall report all attempts to defraud the system of grain inspection as established by law. They shall also report in writing all instances where warehousemen deliver, or attempt to deliver, grain of a lower grade than that called for by the warehouse receipt. They shall also report all attempts of receivers or shippers of grain to instruct or in any way influence the action or opinion of the inspector.

## HAY

The hay crop in Utah is good.

Wisconsin's hay crop this year is expected to be the best in years.

There is a good crop of alfalfa in South Dakota and cutting is in progress.

Bert J. Prater & Co., wholesale hay dealers at Terre Haute, Ind., have quit business.

It is estimated that fully 8,000 acres of hay was cut in Calhoun County, Mich., on July 1.

A Kingston (Ont.) shipper has been buying hay in Quebec for export, paying full prices.

A fire on the ranch of John J. O'Hara at Penn Grove, Cal., consumed about 40 tons of hay.

A plant for rebaling hay may be established at the Thirty-third street hay market in New York City.

A meeting of the directors of the Michigan Hay Dealers' Association was held at Owosso, Mich., recently.

Nebraska farmers say the first cutting of alfalfa is the heaviest they ever harvested. They look for a large yield.

W. G. McLellan's hay and wood warehouse at San Jose, Cal., was burned to the ground June 30. The loss is \$1,800; insurance, \$700.

It is stated that the hay crop in the territory tributary to Hollister, Cal., will not exceed 18,000 tons. Last year's crop amounted to 40,000 tons.

Miller Bros. of Carneros, Cal., have baled 186½ tons of new crop hay. The work was accomplished in six days, an average of 31 tons a day.

The work of baling hay in the vicinity of Oakland, Cal., has been commenced. The price for baling this season has been fixed at \$1.25 per ton.

The first annual meeting of the Michigan Hay Dealers' Association will be held at Flint, Mich., July 30. An interesting program has been arranged.

The first new western hay was received at New Orleans on June 24, five days earlier than the first shipment in 1901. The consignment consisted of 387 bales.

The Montreal hay market is kept fairly well cleaned up owing to the export movement to Great Britain. Prices on all good qualities have remained firm.

A prominent Canadian hay exporter denies the statement that the cancellation of hay orders by the War Department caused heavy losses to a large number of hay dealers.

The hay business of San Francisco is of a hand-to-mouth nature at present, and the majority of dealers look for lower prices. New hay ranges from \$8 to \$10 per ton.

New hay was offered on the Winnipeg market June 27. The Canadian hay crop is expected to be a good one this year. In some portions of Quebec where the crop last year was principally clover, it

will be timely this season. There are ample supplies of old hay left over to meet all requirements until the new crop begins to come in freely.

Taken as a whole, the western hay crop promises much better than was expected early in the season and will not fall short of a normal crop, according to the Orange Judd Farmer.

At the annual meeting of the Pittsburg Grain and Flour Exchange, held June 10, the question of hay sheds was discussed, and it was resolved to have sheds erected in order to lessen the freight congestion.

W. J. Thomas & Co., hay and grain dealers of Schoolcraft, Mich., have dissolved, W. A. Bunting retiring. The business will be carried on by W. J. Thomas. Mr. Bunting sailed on July 14 to visit his old home, Gloucester, England.

A small green worm, resembling the Army worm, is reported to have damaged hay fields in some sections of Illinois. The pest sucks the sap instead of feeding on the blade, and in some cases whole fields have been almost entirely destroyed.

A lot of about 2,000 bales of Canadian hay rejected by the government on account of its being heated was unbound and shaken out, with the result that about 80 per cent of it was sold at \$7.50 per ton and the remainder at \$5 per ton.

The warehouse of Gadsby & McCann, wholesale hay and straw at Toronto, Ont., was burned July 10. A number of other structures were destroyed and five firemen lost their lives. The total loss is estimated at \$550,000, with insurance of \$100,000.

Hay men of Alvin, Texas, will store all of their July hay cut for fall shipment. It is estimated that between 10,000 and 12,000 tons will be stored there. During the early part of June the market was flooded with new hay and a slump in prices resulted.

George N. Reinhardt & Co., wholesale grain and flour dealers of New York City, distributed a very handsome souvenir among the country shippers attending the meeting of National Hay Association at Put-in-Bay. It consisted of an oxidized silver pin tray for desk use, the inside being stamped with a picture of the firm's grain and hay warehouse.

### REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending June 21, sales of Choice Timothy ranged at \$14.00@14.50; No. 1, \$12.50@13.50; No. 2, \$11.00@12.50; Not Graded, \$9.00@12.50; Clover Mixed, \$10.00; Clover Hay, \$8.50; Choice Prairie, \$10.00@11.25; No. 1, \$8.50@10.00; No. 2, \$7.50@9.00; No. 4, \$5.00@6.50; Not Graded, \$9.00@10.00. Rye Straw sold at \$5.00@5.50 and Oat Straw at \$5.25. The arrivals were liberal with scarcely any demand.

During the week ending June 28 sales of Choice Timothy ranged at \$13.50@14.50; No. 1, \$12.50@13.50; No. 2, \$11.00@12.50; Not Graded, \$9.00@13.00; Clover Mixed, \$10.00; No. 1 Clover Mixed, \$9.50@10.50; Choice Prairie, \$10.00@11.00; No. 1, \$8.00@10.00; No. 2, \$7.50@8.00; No. 3, \$6.50; Not Graded, \$8.00@10.00. Rye Straw sold at \$5.00@5.50. Strictly Choice Timothy and Upland Prairie were in light supply and fair demand, but the market was overstocked with medium and low grades.

During the week ending July 5, there were no sessions of the Board of Trade on Friday or Saturday. Choice Timothy ranged \$14.50@15.50; No. 1, \$12.50@14.00; No. 2, \$11.00@12.50.

During the week ending July 12, sales of Choice Timothy ranged at \$15.00@17.00; No. 1, \$14.00@16.00; No. 2, \$12.00@14.00; Not Graded, \$11.00@13.00; Clover Hay, \$9.50; Choice Prairie, \$10.00@12.50; No. 1, \$10.00@10.50; No. 2, \$8.00; No. 3, \$7.50; Not Graded, \$7.00@9.50. Rye Straw sold at \$6.50@6.75, and Wheat Straw at \$5.50. The receipts for the week were 2,091 tons, against 2,327 tons for the previous week. Shipments for the week were 162 tons, against 317 tons for the previous week. The arrivals fell off very materially and a good local demand existed. All offerings of both Timothy and Prairie Hay were readily taken. Prices advanced \$1.00@1.50 per ton and the market closed firm. New Prairie Hay is beginning to move, but the receipts were small.

The first large load of wheat to come down the San Joaquin River this season was towed to Stockton, Cal., on June 23, from Hill's Ferry on upper San Joaquin.

It is estimated by some members of the New York Produce Exchange that something over 3,000,000 bushels of oats that have been purchased by New York interests from Western parties will be defaulted upon in July. The contract price of one of the 10,000-bushel lots bought in under the rule on July 9 was 53 cents and the price paid was 63½ cents—a difference of 10½ cents.

## BARLEY AND MALT

The Burlington (Wis.) Malting Company has increased its capital stock to \$65,000.

The barley harvest in the central counties of California is well along. The crop is a fair average.

Late barley in some sections of California, that sown from the first to the twentieth of March, is being cut for hay.

The first carload of new crop barley was received at San Francisco June 4, and was sold at 95 cents per cental.

Thomas Haynes Jr. of Radcliff-upon-Trent, England, has been granted United States letters of patent on a malt kiln.

The fifth convention of the United States Maltsters' Association will be held at Milwaukee, Wis., August 5 and 6, at the Hotel Pfister.

A spring of pure soft water has been discovered in the building at Minneapolis recently purchased by the new Lauritzen Malt Company.

Plans are now being prepared for the \$50,000 malthouse and elevator to be erected at Port Washington, Wis., by the Ozaukee County Malting Company.

The barley crop of California is estimated at between 450,000 and 500,000 tons, with the first-named figures nearer the actual production. Prices are very firmly held.

Work has been commenced on the new barley kiln to be built in addition to the Wisconsin Malt & Grain Company's plant at Appleton, Wis. The building will be a 3-story frame structure, 50x40 feet.

All the Buffalo malthouses engaged in drying grain from the burned Wells and Manning elevators were closed by the department of health as a result of complaints of the bad odor. The maltsters have been instructed to stop drying wet grain within the city limits.

The Bartels Brewing Company of Syracuse, N. Y., has leased a 3-story brick building at Oswego, N. Y., to be used as a malthouse prior to the consolidation of the Gordon & Stevenson Malting Company. The plant has a capacity of 250,000 bushels of grain a year.

The American Malting Company's plant at Fifty-second street and the Panhandle tracks, Chicago, was damaged by fire July 7. The fire started shortly after noon and was caused by lightning striking the cupola. Fourteen fire engines were called out and the fire was extinguished with a loss of \$9,000.

There were 219,000 bushels of malt in the Manning Malthouse at Buffalo, N. Y., which burned May 30. The salvage was sold for \$6,000, or less than three cents a bushel, though its sound value was 82 cents. The underwriters were at first inclined to hold out for \$10,000, but could not find a purchaser at that figure.

According to the report of the Cincinnati Chamber of Commerce for the month of June the receipts of barley amounted to 1,742 bushels, compared with 12,537 bushels for the same month a year ago. The shipments were 805 bushels, compared with none last June. The movement of malt for June, 1902, was: Receipts 61,940 bushels and shipments 45,560 bushels, as against receipts of 84,788 bushels and shipments of 55,331 bushels for June, 1901.

G. B. Hanavan has been appointed receiver of the rents and profits of the Lake View malting plant at Lake View avenue and Jersey street, Buffalo, N. Y. The appointment was made as an incident to a suit in foreclosure brought by Peter Fortune and Charles A. Pooley, as trustees for the M. H. Pettit Malting Company and others, against John Clark White and others, to foreclose a third mortgage on the property, amounting to \$68,755.37. The first mortgage on the property is held by the Penn Mutual Life Insurance Company and is for \$20,000. The second mortgage on the property is held by William H. Kinch and is for \$10,068.

Orders obtained by Archibald A. Hutchinson and Victor R. McElheny Jr. for themselves and other stockholders of the American Malting Company for the examination of Elverton B. Chapman, Henry B. Timberman and Casper H. Eicks, who had been instrumental in forming this company, were reversed by the Appellate Division of the New York Supreme Court June 20. The plaintiffs have begun an action for an accounting of alleged secret profits made on the organization of this company against the members of the firm of Moore & Schley and Eicks, who was an employee. After reciting



the facts alleged in the plaintiffs' papers, the Appellate Division says they know enough already to found a cause of action without any examination of the defendants.

#### IMPORTS AND EXPORTS OF BARLEY AND MALT.

##### BARLEY.

Imports—	Bushels.	Value.
May, 1901 .....	3	\$ 2
May, 1902 .....	120	92
Eleven mos. ending May, 1901..	170,998	84,068
Eleven mos. ending May, 1902..	57,310	33,131
Exports—		
May, 1901 .....	158,900	78,237
May, 1902 .....	153,174	.....
Eleven mos. ending May, 1901..	6,036,412	2,769,586
Eleven mos. ending May, 1902..	8,717,335	3,990,618

##### BARLEY AND MALT.

Imports—		
May, 1901 .....	1,081	1,266
May, 1902 .....	200	166
Eleven mos. ending May, 1901..	4,420	4,467
Eleven mos. ending May, 1902..	2,464	2,471
Exports—		
May, 1901 .....	42,528	29,258
May, 1902 .....	44,759	29,141
Eleven mos. ending May, 1901..	309,527	218,435
Eleven mos. ending May, 1902..	362,214	241,271

## COMMISSION

Sidney S. Date of Lamson Bros. & Co., Chicago, sailed for England July 8 to be gone two months.

H. E. Elgert has been admitted to partnership in the firm of J. A. Manger & Co., commission grain, hay and feed, Baltimore, Md.

H. A. Leland, for a number of years with Montague, Barrett & Co. of Chicago, has gone with E. L. Hitch & Co. of the same city.

The corporate title of the Western Real Estate & Trust Company of Milwaukee has been changed to the Wisconsin Stock & Grain Company.

The Coe Commission Company has opened new offices in the New York Life Arcade at Minneapolis. E. S. Hoyt is manager and has associated with him E. W. Harding.

George H. Phillips of Chicago has formed a partnership with Leon Stearns of New York to do a grain commission business, and will be represented in Boston by W. E. Woodend & Co.

George H. Phillips has opened offices at 16 Beaver street, New York City. It is understood to be Mr. Phillips' intention to alternate between New York and Chicago, though most of his time will be spent in the latter city.

E. H. Phelps, for many years the active Chicago partner in the firm of Milmine, Bodman & Co., retired July 1, and expects to travel some. Mr. Phelps states he is through with active business for the remainder of his life.

W. P. Anderson has engaged in business on his own account, opening offices on the ground floor of the Brother Jonathan building, Chicago. Mr. Anderson was for seventeen years with Norton & Switzer and the preceding firm of Norton & Worthington.

J. L. Moss, for several years manager of the Standard Grain Company of West Superior, Wis., has become interested in the Duncan-Moss Grain Company. Mr. Moss will be manager of the new firm, which has offices in the Beard of Trade building at West Superior.

George Milmine retired from the firm of Milmine, Bodman & Co., New York and Chicago, July 1. Mr. Milmine is 73 years old and has been unable to attend to business for the past three years. His son, Charles Milmine, will continue to be a member of the firm, and George Milmine's membership on the Chicago Board of Trade has been transferred to William Henry Kemp, a member of the New York house.

The Glucose Sugar Refining Company of Chicago has been making many changes in its quarters in the Rookery building, tearing out partitions and giving more convenience for communication between the various departments. The grain department in charge of Joseph P. Griffin will occupy the east wing of the eighth floor, with 50 per cent of added floor space to meet the demands of the increased business outlook.

The Corn Products Company, with headquarters at New York City, is now made up of three principal constituent companies, the Glucose Sugar Refining Company, the Illinois Sugar Refining Company and the National Starch Company. At the

time of organization, the Corn Products Company was composed of fifteen constituent companies, most of which have been absorbed by lease or otherwise by the three companies named. The general offices of the three constituent companies are in the Rookery building, Chicago.

## THE EXCHANGES

R. C. Grier, secretary of the Peoria Board of Trade, is distributing the thirty-second annual report of that organization for the year ending December 31, 1901. The report contains a great deal of information in statistical form.

The Winnipeg Grain Exchange will shortly vote on a proposition to raise the entrance fee from \$250 to \$500 and limit the membership to 400. Also to raise the entrance fee for associate membership from \$50 to \$100 and to discontinue issuing this class of memberships after September 1. The annual dues is now \$20. Twenty-one applications for membership have recently been received, the majority being from American grain men.

The following have been elected as officers of the Grain and Cotton Exchange of Richmond, Va., for the year ending June 30, 1903: President, W. U. Bass (re-elected); first vice-president, John F. Jacob (re-elected); second vice-president, W. F. Richardson (re-elected). Board of Directors—Edward Alvey, S. T. Beveridge, W. C. Bentley, W. G. Bragg, R. L. Cheney, F. H. Deane, T. H. Ellett, W. R. Johnston, George T. King, Monro Levy, T. L. Moore, George D. Mayo, N. R. Savage, C. L. Todd and C. W. Wingfield.

According to the report of Capt. B. A. Jacob, secretary of the Grain and Cotton Exchange, Richmond, Va., the receipts for the year ending June 30 were as follows: Wheat, 1,000,908 bushels, an increase of 318,572 bushels; corn, 2,668,094 bushels, an increase of 9,818 bushels; oats, 1,555,142 bushels, a decrease of 89,660 bushels; rye, 41,974 bushels, an increase of 2,650 bushels. Total receipts of grain, 5,266,118 bushels, an increase of 241,380 bushels. Flour, 182,327 barrels, an increase of 59,208 barrels; hay, 22,788 tons; mill offal, 5,101 tons. In addition to the above quantities of grass seed, peas and corn meal are sold on 'Change, for which no record is kept. The inspector reports 715 cars of grain and 165 cars of hay inspected during the year, an increase of 90 cars of grain and a decrease of 43 cars of hay.

The members of the St. Louis Merchants' Exchange, on recommendation of the directors, have voted to amend section 2 of rule 8, so that it shall read as follows: Section 2. On all contracts for grain for future delivery, and on sales for cash, the tender of a higher grade of the same color, in whole or in part, than the one contracted for, shall be deemed sufficient. On sales of No. 2 corn for future delivery, the tender of No. 2 corn, No. 2 white corn or No. 2 yellow corn, in whole or in part, shall be deemed sufficient. On and after July 1, 1902, all contracts for oats, unless otherwise specified, shall be understood as for "contract" oats, and on such contracts the tender of No. 1 oats, No. 2 oats, No. 1 white oats, No. 2 white oats, No. 2 oats "color," No. 1 Northern oats, No. 2 Northern oats, or standard oats, in whole or in part, shall be deemed sufficient.

The directors of the Chicago Board of Trade have proposed an amendment to the commission rule relating to "free telegraphic communication," which consists in striking out the clause, "Free telegraphic communication, however, shall not be construed as a violation or evasion of this rule," at the end of section 3 of rule 14, and inserting in place thereof the following: "Free telegraphic or telephonic communication, or the payment by a member of this association of telegraphic or telephonic tolls on messages passing between such member and the customer of that member, shall not be deemed a violation or evasion of this rule when such messages solely relate to and are pertinent to the transaction of business between such member and his customer. But the giving directly or indirectly the free use of wires or any telegraphic or telephonic facilities by a member of this association for any other purpose or use whatsoever than as herein specified shall be deemed a violation or evasion of this rule. The payment by a member for the delivery by a telegraph company of the quotations of this board at intervals of not less than fifteen minutes to his customer shall not be deemed a violation or evasion of this rule."

The Imperial Glucose & Starch Company, under the management of A. H. Kersting, has bought a site near Chicago for a plant to consume 25,000 bushels of corn daily.

## LATE PATENTS

Issued on June 10, 1902.

Grain Drier.—John P. Churchill, Indianapolis, Ind. Filed July 31, 1901. No. 702,127. See cut.

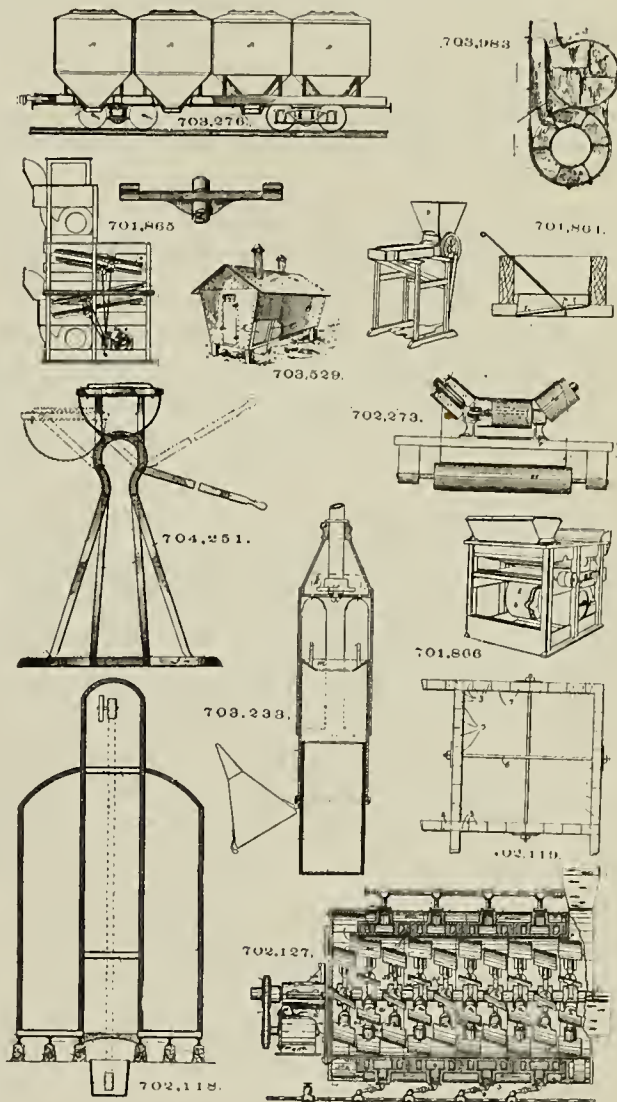
Feeding Device for Bean Sorting Machines.—Albert T. Ferrell, Saginaw, Mich. Filed May 24, 1901. No. 701,864. See cut.

Brush Attachment for Grain Cleaning Machines.—Albert T. Ferrell, Saginaw, Mich. Filed May 24, 1901. No. 701,865. See cut.

Blast Regulator for Grain Cleaners.—Albert T. Ferrell, Saginaw, Mich. Filed May 24, 1901. No. 701,866. See cut.

Conveyor Belt Apparatus.—Alfred M. Acklin, Pittsburg, Pa. Filed Jan. 6, 1902. No. 702,273. See cut.

Elevator or Storage House Construction.—S. H. Tromanhauser, Minneapolis, Minn. Filed March 23, 1901. No. 702,118. See cut.



Brick for Storage Bin Construction.—S. H. Tromanhauser, Minneapolis, Minn. Filed June 17, 1901. No. 702,119. See cut.

Issued on June 17, 1902.

Grain Spout.—Benjamin Kienholz, Hallock, Minn. Filed July 30, 1901. No. 702,440. See cut. This spout has a wire screen bottom and hinged secondary bottom.

Issued on June 24, 1902.

Coal and Grain Car.—Spencer Kellogg, Buffalo, N. Y. Filed Dec. 21, 1901. No. 703,276. See cut.

Apparatus for Sampling Grain or Seed.—James J. Brown, London, England. Filed Feb. 24, 1902. No. 703,233. See cut.

Issued on July 1, 1902.

Corn Crib.—Joseph M. Brokaw, Battle Creek, Mich. Filed Aug. 10, 1901. No. 703,529. See cut.

Issued on July 8, 1902.

Bag Holder.—Walter Hayward, Palmerston, Canada. Filed March 11, 1902. No. 704,251. See cut.

Boot or Housing for Pneumatic Elevators.—Chester Bradford, Indianapolis, Ind. Filed Nov. 11, 1900. No. 703,983. See cut.

For the first time in many years, Philadelphia, on June 12, received not a single car of corn and the market was entirely bare of that cereal.

The National Fiber & Cellulose Company has bought a site for a plant at Kankakee, Ill., where, it is expected, a new kind of printing paper will be made from cornstalks.



## SEEDS

Otto E. Mueller & Co., seeds, etc., of Louisville, Ky., are reported to have sold out.

Geo. B. Watson, dealer in seeds and implements at San Diego, Cal., has been succeeded by Griest & Seley.

Thomas H. Blake of Bangor, Me., has bought an interest in the business of the G. B. Haskell Company, seeds, etc., Lewiston, Me.

Ross Bros., wholesale and retail dealers in seeds and farming implements, Worcester, Mass., will enlarge their quarters this summer.

The seed firm of Barteldes & Co. of Lawrence, Kan., recently received a telegraphic order for seeds to be sent by express for restocking the Boer farms in South Africa.

The Hawkeye Seed Company, successors to the Livingston Seed Company of Des Moines, Iowa, has removed to a new location in that city and will do a mail order jobbing business in addition to its retail trade.

E. J. Bowen, whose seed house at Seattle, Wash., was damaged by fire recently, was not incapacitated for business, as he at once secured a new stock with which to fill all orders. The loss by fire is placed at \$14,000.

Jones Bros. & Co. of Hobart, Okla., have incorporated with a capital stock of \$25,000 to do a general seed, nursery and floral business. The incorporators are: James A. Jones of Porch, P. Y. Brinton, F. T. Chandler, A. J. Dunlap and J. E. Terrall of Hobart.

A writer in the Orange Judd Farmer contends that the deterioration of clover seed, noticeable for the past few years, is due to the way the crop is handled by the farmers and not to any other cause. He advises a return to methods in vogue prior to 1895-96, about which time a poor quality of seed began to appear.

The secretary of agriculture has issued a statement of the "quotas" of seed, etc., which will be distributed free on the orders of each senator and representative. Each "quota" includes 60,000 packets of vegetable seed, 2,500 of "novelty" vegetable seed, 2,500 packets of flower seed, 550 packets of tobacco seed, 70 pecks of cotton seed, 30 packages of lawn grass seed, 350 bulbs, 40 grape vines, 150 strawberry plants and 100 trees.

Lewis L. May, the St. Paul seedman, contemplates putting up a seed warehouse on the corner of Como avenue and Elfelt street, that city. The new building is to be of brick and will cover practically the entire site, extending 160 by 165 feet, and will be three stories high. The Great Northern tracks in the rear will make the site particularly valuable for storage purposes. A complete set of modern improved machinery for handling and cleaning the grain will be put in. A portion of the building will be used for all kinds of public storage. Mr. May does not expect to have the building completed this year, but hopes to get the foundation finished in the fall.

### AMERICAN SEED TRADE ASSOCIATION MEETS.

The twentieth annual meeting of the American Seed Trade Association was called to order, June 24, at the West Hotel, Minneapolis, by President Jesse E. Northrup. Professor Conway McMillan delivered an address of welcome on behalf of the Commercial Club; the response being made by C. L. Allen of Floral Park, N. Y.

The treasurer's report showed cash on hand at last report, \$264.48; receipts, \$618; expenditures, \$649; balance, \$233.48.

The membership committee presented the following for membership: Cadwell & Jones, Hartford, Conn.; Fred Meir, Sleepy Eye, Minn.; George A. Weaver Company, Newport, R. I.; John Badger & Son, Santa Paula, Cal.; R. G. Craig & Co., Memphis; John R. Watts & Co., Louisville; L. Teweles & Co., Milwaukee; L. H. Archias, Sedalia, Mo.; Missouri Valley Seed Company, St. Joseph, Mo.; N. J. Burn & Co., Burlington, Iowa; A. E. McKenzie & Co., Brandon, Man.; Funk Brothers' Seed Company, Bloomington, Ill.; W. H. Barrett, Adrian, Mich.; Hickox, Mull & Hill Company, Toledo, Ohio; E. W. Conklin & Son, Binghamton, N. Y.; Farmers' Seed Company, Faribault, Minn.; C. C. Hunter, Minneapolis; Sioux City Seed & Nursery Company.

President Northrup's address was devoted principally to the rapid growth and development of Minneapolis as a seed market.

He was followed by C. L. Allen, who read a paper on "Plant Breeding."

At the afternoon session Dr. B. T. Galloway, of the department of agriculture, read a paper on "Gov-

ernment Seed Distribution," and outlined some plans for future improvement of the system.

Papers were also read by Albert McCollough of Cincinnati and J. C. Vaughn of Chicago. The former's subject was "A Fair Contract" and Mr. Vaughn's paper dealt with "The Dollar and the Test."

At the close of the first day's session the delegates adjourned to Hotel St. Louis, at Lake Minnetonka, where supper was served. Following this an evening tour of the lake was made on one of the large steamers.

The morning session of the second day, June 25, was devoted to a discussion of the report of the committee on tariff customs and express. Incorporated in the report was a statement of special investigation made by Chairman C. H. Breck of Boston regarding the embarrassments attending the importation of seeds and the proper methods of proceeding to get relief. A committee of three was appointed to adjust the tariff difficulties.

In the afternoon the delegates were taken by special cars to the university, where Professor McMillan delivered an illustrated lecture on "The Fundamental Structure of Seeds, with Special Relation to a Scientific Explanation of Sports and Hybrids."

Leaving the university the delegates went to St. Paul, where, as guests of L. L. Way, the seedman, they were treated to a trolley drive, a 6 o'clock luncheon at the Commercial Club and a street railway trip to Indian Mound and Como parks.

In the evening the seedmen and their wives were guests of the Minneapolis Commercial Club at dinner served at Hotel St. Louis, followed by a tour of both lakes.

The third day's session was called to order on June 26, for the purpose of electing officers and finishing up the regular business. Before proceeding to the election, papers were read as follows: "Rural Free Delivery," W. P. Stokes, Philadelphia; "American Seed Trade Association," F. H. Ebeling, Syracuse; "Wholesale Seedmen's League," W. Atlee Burpee, Philadelphia; "The Northwestern Association," Mel L. Webster, Independence, Iowa; "The Canadian Association," S. E. Briggs, Toronto, Canada; "What Seed Trade Association Might Accomplish," Hoard H. Harwies, Chicago.

The following new officers were elected: President, W. P. Stokes, Philadelphia; vice-presidents, Charles N. Page, Des Moines, Iowa; C. S. Burge, Toledo, Ohio; secretary and treasurer, S. F. Willard, Wethersfield, Conn.; assistant secretary, A. N. Clark, Milford, Conn.; executive committee, W. A. Burpee, J. C. Vaughn, H. W. Wood, S. G. Courteen, W. H. Grinnell.

After passing the usual resolutions of thanks for the courtesies shown them and polling an informal vote as to where the next convention should be held the Association adjourned.

Following the meeting of the American Seed Trade Association the Wholesale Seedmen's League held a convention at the West Hotel in Minneapolis. The meeting was for the purpose of electing directors for the ensuing year. F. W. Bruggerhof, S. F. Leonard and Jerome B. Rice were chosen.

### GRAIN MOVEMENT IN MAY.

The monthly summary of internal commerce, issued by the Treasury Bureau of Statistics, reports that receipts of wheat at eight interior markets to the end of May in the current crop year reached a total of 211,221,902 bushels. Last year's receipts for the corresponding period were 204,083,037 bushels. All of this gain is to be credited to spring wheat sections of the country, there having been a decrease of nearly 22,000,000 bushels at the winter wheat markets compared with last year. The largest gains were made at Duluth, Minneapolis and Milwaukee, all other markets, including Chicago, Toledo, St. Louis and Kansas City, falling short of the receipts of the previous year.

The main streams of traffic between the interior and the Atlantic seaboard consist of grain, flour and provisions, which reach tidewater at the ports of Boston, New York, Philadelphia and Baltimore. For this year, to the end of May, these four ports show arrivals of 81,797,536 bushels, including flour and meal reduced to bushels. For the corresponding period of 1901 the receipts were 142,697,371 bushels. There has, therefore, been a shrinkage amounting to 42 per cent in this year's grain arrivals at the Atlantic seaboard for these four markets. Taking New Orleans and Galveston shipments combined for comparison with Atlantic seaboard receipts at Boston, New York, Philadelphia and Baltimore, there has been a decrease at these gulf ports from 50,229,139 bushels in 1901 to 30,069,769 bushels in 1902, or 42 per cent.

The Central Stock and Grain Exchange of Chicago gives legal notice that the company has dissolved and surrendered its charter.

Toledo on June 16 received a car of new wheat from Tennessee. It was damp and shrunken and was blown and run to grade No. 2 soft.

## FLAXSEED

It is not believed that the southwestern flax crop had been seriously affected by wet weather.

It is predicted that the flax area of North Dakota this season will be greater than that of the entire country in 1899, with a greater average in bushels to the acre than in that year.

Much flax has been sown on land in the Northwest previously worn out by the grain. The rains lasted until it was too late to put in wheat and flax was reluctantly sown. There will probably be large losses on this undesirable area, but according to authorities with the doubtful acreage eliminated altogether the Northwest has more flax under cultivation than ever before.

The speculative gossip is that the American crowd has a large amount of seed at the seaboard which it imported early in the season at a high price and which it would like to market if it could without breaking prices. As this line could not be liquidated in this country without breaking prices badly, efforts of late have been made to sell it abroad. The seed is still in bond, and would cost about \$1.80 if taken out and duty paid.

The preliminary estimates of the flax acreage of the principal flax growing states by the Orange Judd Farmer and the Duluth Commercial Record are substantially the same, the former's estimate being 3,490,000 acres and the latter's 3,667,000 acres. Following are the estimates of the two papers, by states:

	O. Judd. Acres.	Record. Acres.
Wisconsin .....	48,000	40,000
Minnesota .....	667,000	700,000
Iowa .....	104,000	100,000
Missouri .....	59,000	70,000
Kansas .....	174,000	200,000
Nebraska .....	17,000	12,000
North Dakota .....	1,844,000	2,200,000
South Dakota .....	497,000	325,000
Idaho and Montana .....	80,000	.....
Oklahoma .....	.....	20,000
Total .....	3,490,000	3,667,000

The flax acreage of the Pacific Coast states is placed at between 55,000 and 60,000 acres and that of Manitoba and the Northwest Provinces 60,000 to 70,000 acres.

### DECISION AGAINST CHRISTIE.

On July 7, Judge Hook, in the Federal Court at Kansas City, rendered a decision in the action of the Chicago Board of Trade against the Christie Grain & Stock Company to prevent that concern from using the Chicago Board's quotations. The court held against the Christie company on almost every point of law involved. The company will appeal to the higher federal courts.

The Christie bucketshop system covered the principal points in the Southwest. They are operated at St. Joseph, Mo.; Omaha and South Omaha, Neb.; Sedalia, Wis.; Kansas City stockyards, Kansas; Oklahoma City, Guthrie and Enid, O. T.; Topeka, Leavenworth, Atchison and Wichita, Kan.; Lincoln and Hastings, Neb.; Missouri Valley and Red Oak, Iowa; Sherman, Denison, Fort Worth, Dallas, McKinney, Waco, Plano, Clydeburne, Waxahachie, Bowie, Alvarado, Howe, Ennis and Corsicana, Texas.

The Chicago Board now has only minor fights on its hands, and the officials believe these will be easily handled and the entire bucketshop business entirely suppressed.

### NEW ELEVATOR AT MINNEAPOLIS.

A new company, known as the Huhn Elevator Company, has been organized at Minneapolis, of which Anton Huhn is president; John Washburn, vice-president, and Peter B. Smith, secretary. The present capital is \$200,000, which will be increased later.

The company proposes to build a 1,000,000-bushel elevator in the yards of the C. M. & St. P. Ry. at Thirty-eighth street South. Only the working-house and storage capacity for 200,000 bushels will be built at present, as conditions are such that it is almost impossible for the company to secure prompt delivery of material. The additional capacity will be added later.

The Chief Grain Inspectors' National Association has accepted an invitation from the Memphis Merchants' Exchange to hold its annual meeting at Memphis on October 1-3, 1902.



## TRANSPORTATION

The Northern Pacific Company has purchased the Duluth Transfer Railway.

Smith, Hippen & Co. of Pekin, Ill., are having a steamboat built for towing grain barges.

Lake grain rates are practically unchanged on a basis of 1½ cents for corn, Chicago to Buffalo.

The C., M. & St. P. is surveying for a new line beginning at Woonsocket, S. D., and running north-east.

One thousand five hundred box cars have been ordered by the Missouri Pacific in anticipation of a heavy grain traffic.

The Canadian Pacific is preparing to complete the extension of its branch from Wellwood to Brookdale this season.

Work on the Mankato-Farmington (Minn.) branch of the Chicago, Milwaukee & St. Paul is progressing and the line will be in operation this fall.

Grain and fruit raisers of the Upper Columbia basin, in the state of Washington, are agitating the question of lower rates on grain and other produce.

Three large ocean steamers, the Turret Cape, Turret Court and Turret Chief, have been brought up the St. Lawrence and will trade on Lake Superior and Georgian Bay, as grain carriers, during the season.

Owing to the fact that there was very little New England freight to be had, two of the Rutland line steamers loaded grain at Chicago July 8 for Buffalo.

The American Shipbuilding Company has booked orders for 11 freight steamers to cost \$2,000,000, which are to be used to develop a special trade in grain and package freight down the St. Lawrence to Quebec.

The list of shipping en route and listed for Portland and other Pacific ports is so large that new-crop rates have again declined. There is said to be something like 30,000 tons net register of idle grain shipping in San Francisco.

The Canadian Pacific will increase its freight car equipment to 25,000 and this will require the building of 2,650 new cars. Of this number 2,300 will be of 40-ton capacity. The motive power will be increased by the addition of 86 engines.

A meeting of farmers was held at Colfax, Wash., July 2 to consider the question of asking the presidents of railroads in the state to meet with the farmers and consider the subject of a reduction of grain rates in time to affect this season's crop.

The Santa Fe has completed another line in Indian Territory and opened it for freight and passenger traffic. The new road is known as the Kiowa, Chickasha & Fort Smith Railway and runs from Paul's Valley, I. T., to Lindsay, a distance of twenty-three miles.

C. M. Hays, general manager of the Grand Trunk, after a tour of the West, stated that this year's crop would be a very big one and that his road was increasing its rolling stock as rapidly as possible. The company has 10,000 box cars and 30 engines under construction.

The Buffalo-New York lines reduced rates on wheat, corn and oats one-half cent per bushel June 20. This was owing to the failure of the lines to agree with roads to other ports. The new rate, which was in force until July 1, was 3.9 cents on wheat, 3.7 on corn and 3.2 on oats.

Circulars have been sent out by the Canadian Freight Association announcing that in order to facilitate shipments of grain and grain products, economize car supply and insure uniformity of practice, the railways have adopted an arrangement which provides for an increase in minimum carload weights of grain and grain products.

Wheat rates from Duluth to Buffalo are down to 1 cent a bushel, which is lower than for many years. Deducting the trimming and unloading charges (about 15 cents) makes the rate about one-third of a mill a ton per mile, gross. The drop is said to be due to the excess of new tonnage on the lakes this year and to the increase in grain for shipment.

The Mississippi Railroad Commission has ordered the Alabama & Vicksburg Railroad Company to reduce the grain rate from Vicksburg to points along the line east. The railroad already had in effect a grain rate of 3½ cents to the points in question whenever the grain was received by the company's connecting lines at Vicksburg, but on grain received at Vicksburg by barges and handled

by the company a rate of 8 cents was charged. The order of the railroad commission makes the 3½ cents rate uniform.

The Grand Trunk and Canadian Pacific have issued a joint circular announcing a charge of 20 cents a day on cars held at Toronto Junction and York for the purpose of inspection, grading, change of destination, or for orders. This applies to grain, flour, meal, mill feed, hay, etc., and is in addition to the storage charge of \$1 per day after 48 hours.

It is reported that practically all of the steamship lines operating between ports in the British Isles and Atlantic seaboard ports have entered into an agreement whereby a minimum rate has been established on all classes of freight destined for Europe. It is said to be an extension of the compact made some months ago, by which the lines established a minimum rate of 1½ pence (3 cents) on grain.

The Texas Railroad Commission has approved the application of the Red River, Texas & Southern Railroad, amending commodity tariff applying on grain, grain products, hay, seeds, etc., effective March 10, 1899, by adding the following exception: Grain in carloads (other than corn and oats, straight carloads), minimum weight 24,000 pounds per car, from all stations on the Red River, Texas & Southern to Houston and Galveston, 15 cents.

The California Grain Growers' Association is making an effort to secure contracts from farmers of the state, in order to enable it to fulfill the purpose for which it was organized, namely, control the shipment of the grain crop. So far the Association is not meeting with any great success, as farmers are slow to enter into contracts and shippers are refusing to do business with the Association unless it can control the grain it is supposed to handle.

The action of the Pennsylvania and the Baltimore & Ohio railroads in granting Baltimore a rate of 1 cent less on grain from Fairport, Ohio (Lake Erie), than the rate from Buffalo to New York caused a protest from New York grain dealers and in consequence the Buffalo-New York rate on wheat, corn and oats was correspondingly reduced. The Baltimore Chamber of Commerce has now made a further request for a reduction to Baltimore to give that port the advantage, and this, it is expected, the Baltimore & Ohio will grant.

W. B. Lanigan, general freight agent of the Canadian Pacific Railway, is authority for the statement that last year's crop is practically moved out of the country. "There are now ample facilities for the transportation and storage of this year's crop," said Mr. Lanigan, "and I might point out that we are sending empty cars east because we cannot get loads in the West. This is a widely different state of affairs to that predicted by a lot of agitators last winter. The crop has practically been moved out of the country."

At a meeting of traffic managers of western roads held in Chicago July 8 it was decided to restore grain rates between Kansas City to Chicago to the old schedule about August 1. During the meeting the inside history of the causes of the recent cut in rates between those points was disclosed. About a month ago there were over 1,000,000 bushels of grain in the Chicago Great Western elevators at Kansas City. The Great Western discovered that the Rock Island, the Santa Fe and the Kansas City Southern were hauling some of the grain to gulf points and that at least three-sevenths of it had been withdrawn. The Great Western immediately made a rate of 7 cents to Chicago and proceeded to haul the rest of the grain. Before the cut was discovered practically all the grain stored at Kansas City had been moved and the Great Western had made a profit on account of having otherwise to haul empty freight cars eastward. As soon as the Burlington learned of the cut that road met it, and then, when the St. Louis shippers discovered the rate, they insisted on their differential. As that amounted to 5 cents, it would leave a rate of 2 cents between Chicago and St. Louis.

The latest plan of the steamship lines—at any rate, the London-Liverpool line—was to so arrange steamship rates that the through rate from Chicago to Liverpool, for instance, should be the same regardless of the port through which the grain should begin its ocean voyage. This change contemplates a system of ocean rates so calculated as to neutralize the railroad differentials. In other words, steamships sailing from Baltimore, Philadelphia and the Virginia ports were to charge a higher rate than the New York steamship lines to the extent of the differential. It has been found that this new plan is not working smoothly, and as a matter of fact some of the outport lines have refused to try it. Furthermore, the plan has been upset to a considerable extent by the sudden reduction in the differential Baltimore has enjoyed and a reduction of lake and rail rates between Buffalo and New York, which went into effect June 20.

## OBITUARY

The death of C. J. Lichtenberg, of Lichtenberg & Sons, commission grain, Detroit, Mich., is announced.

William S. Young, a leading grain merchant of Baltimore for many years, died June 30, from paralysis. Mr. Young was one of the incorporators of the Baltimore Corn and Flour Exchange and a member of the Chamber of Commerce.

George A. Edgerton, a member of the grain firm of Miner & Edgerton, Chicopee, Mass., died July 3 at his home in that city. Mr. Edgerton was born in Killingly, Conn., in 1848 and moved to Chicopee in 1858. He became connected with the grain business in 1894, when he formed a partnership with A. B. Miner. Mr. Edgerton leaves a widow.

W. K. Bryant, who was associated with his son, G. A. Bryant, in the grain and feed business, died at his residence, 1399 West Lake street, Chicago, July 5, aged 67 years. Mr. Bryant moved to Chicago from Pittsburg in 1856 and became connected with the old Fulton grain elevator. He was associated with that institution for eighteen years, later going with Armour & Co., and remaining with them for a like number of years. Mr. Bryant leaves a widow and family.

O. H. Roche, one of the oldest and best-known members of the Chicago Board of Trade, died June 28, at his home, 2961 Michigan avenue, aged 63 years. Mr. Roche was stricken with apoplexy June 27 in the offices of his firm, Roche & Andrews, and never rallied. He was born in Portsmouth, N. H., and had been a member of the Chicago Board of Trade for thirty years. He was a big trader in his day, but of late years had only a nominal interest in the market. He leaves a widow, but no family.

Robert Millar Wylie, senior member of the Baltimore grain and flour firm of Wylie, Son & Co., died at his home in that city June 20 from a complication of heart and kidney troubles. Mr. Wylie's health had not been good for some time prior to his death, and about six months ago he turned the business of the firm over to his son, Douglas M. Wylie. Mr. Wylie was born in Belfast, Ireland, in 1838, and had been a resident of Baltimore for nearly half a century. He was one of the incorporators of the Baltimore Corn and Flour Exchange and served as a director for many years. From 1873 to 1880 he was treasurer, and in 1890 he was elected second vice-president and a year later first vice-president. He was also one of the incorporators and vice-president of the Terminal Warehouse Company. A widow and one son survive.

Alexander Geddes, a member of the Chicago Board of Trade, and head of the firm of A. Geddes & Co., died July 2, at his old home in Blairmore, Scotland, after an illness of two months. Mr. Geddes' death was due to a general collapse of the nervous system. He had been at Blairmore only a few days, having left Chicago a month ago in search of health. The deceased emigrated from Scotland to Montreal in 1860, removing to Milwaukee two years later. In 1863 he came to Chicago and engaged in the commission business. Shortly afterward he organized a company which did extensive trading on the Board under the name of Alexander Geddes & Co. Later the firm became Geddes, Kirkwood & Co., and continued under that name until early in the nineties, when the style again became A. Geddes & Co. Mr. Geddes was married to Miss Frances Sharpe in 1877; she, two sons and three daughters survive.

## OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.

E. H. Cahoon, Genoa, Ill.  
A. L. Hawley, Quincy, Mich.  
D. G. McLain, Peterborough, Ont.  
J. W. Hilborn, Strathecona, Alta, Canada.  
G. J. Biddick of Biddick & Son, Livingston, Wis.  
A. F. Shuler, Minneapolis, Minn., representing Huntley Mfg. Co., Silver Creek, N. Y.

C. McD. Robinson, chief grain inspector of Galveston, says that the Calumet Grain & Elevator Company of Chicago, Harroun Bros. of St. Joseph and the Alton Grain Company of Chicago will export through Galveston this crop year.



## FOREIGN NEWS

The Uruguayan government has removed the duty from seed wheat.

W. P. Wood has been re-elected president of the London Corn Trade Association for another year.

The grain sweepings at the Liverpool docks are given, according to custom, to the "master porters."

Crop prospects in the south of Russia continue good, and vessel chartering for fall loading has been going on for some weeks.

The official Hungarian crop estimate, July 4, made in metric hundredweights, is as follows: Wheat, 40,000,000; rye, 13,000,000; barley, 12,000,000; oats, 10,620,000.

The price of wheat in New Zealand was forced up in May last to 4s 6d (\$1.08) per bushel, or about 5 cents above what California or Canadian wheat could be laid down for, freight and duty added.

A new grain elevating and weighing outfit has been started at Waterloo Dock, Liverpool, which unloads 200 tons (say 7,400 bushels) of grain per hour. The leg will reach the bottom of the deepest ocean steamers.

The Netherlands in 1901 imported 1,314,717 tons (48,206,390 bushels) of wheat, of which nearly one-half came from the United States. The imports of corn were 473,461 tons, of which 272,533 tons came from the United States.

About 200,000 tons (about 7,500,000 bushels) of grain were exported from the Sea of Marmora (Constantinople) for the season ending with March, 1902. Of this total England took nearly one-half. The rest went to Antwerp and to Mediterranean ports. The grain consisted of 82,000 tons of barley, 53,000 tons of corn, 35,000 tons of oats and only 8,000 tons of wheat.

The Minister of Agriculture of the Argentine has published the estimates of the maize crop throughout the republic, which show that the area under cultivation is 1,400,000 hectares (3,459,000 acres), and the total crop is calculated at 2,134,000 tons, of which 1,873,000 tons correspond to the provinces of Buenos Aires, Santa Fe, Cordoba and Entre Rios, although the majority of the crop is in the province of Buenos Aires, where the yield averages two tons per hectare (2.471 acres). The exports will probably be about three-quarters of a million.

A Milwaukee man dropped into verse on the wheat situation the other day, and wired:

"A little sunshine once in a while  
Would quickly scatter the bull's bland smile;  
Wet weather continues and cables are strong,  
And the shorts in covering will help it along."

The Chicago man who received the message sent this back:

"The French and the weather the bulls may help,  
But later along there'll be such a yelp  
That the holder of wheat, with his head in his hand,  
Will seek a dark place where he may safely land."

—Inter Ocean.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### FOR SALE.

Two Smith Lift Dumps, almost new. Will sell for reasonable price.

MATTOON ELEVATOR CO., Mattoon, Ill.

### GASOLINE ENGINES.

Gasoline engines for sale or exchange for Minnesota or Dakota lands. Address

McDONALD, 36 W. Randolph St., Chicago.

### FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

### FOR SALE.

A good feed mill at a reasonable price. It is in fine condition. Address

W., Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

### FOR SALE.

A 25-horsepower steam engine; in good shape. Will sell cheap. Address

X, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

### OAT CLIPPERS.

For sale, two No. 9 Invincible Oat Clippers. Used but little, as good as new. Price reasonable. Address

W. D. JUDD, St. Louis, Mo.

### POWER.

For sale, Corliss Engines, good as new. Contracts for entire steam installations. Old plants taken in exchange or bought outright. THE BONUS STEAM AND STEEL ECONOMY CO., 1405 Manhattan Bldg., Chicago.

### FOR SALE.

Two latest model Eureka Oat Clippers of 1,500 bushels' capacity each per hour.

Also one Barnard & Leas latest model oat clipper, same capacity. Address

D. ROTHCHILD GRAIN CO., Davenport, Ia.

### FOR SALE OR RENT.

Elevator on Belt Line, Chicago, fully equipped for grain salvage and general business. New Hess Drier, cleaners, separators, etc., ready for business. A fine opportunity and on most favorable terms.

CHICAGO GRAIN SALVAGE CO., 708 Tacoma Bldg., Chicago.

### ILLINOIS ELEVATOR.

For sale, 40,000-bushel elevator, newly painted and in first-class repair. New Fairbanks-Morse Gasoline Engine, 12 horsepower. Coal trade. Five town lots. Corn crib, office and scales and new residence. Must sell all together.

C. H. WHITAKER & SON, Ellsworth, McLain County, Ill.

### FOR SALE.

One 20-horsepower Edison Electric Motor.

One oat clipper, capacity 2,500 bushels.

One wheat cleaner.

One improved dustless corn sheller.

All new and in good repair. Address

BERRY-HORN COAL CO., Bank of Commerce Bldg., St. Louis, Mo.

### A GOOD MEDIUM.

If you want to buy or sell a grain elevator or machinery try an advertisement in the "American Elevator and Grain Trade." The journal has had a 20 years' acquaintance with the grain dealers of the country and good results invariably follow the insertion of line advertisements.

## Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

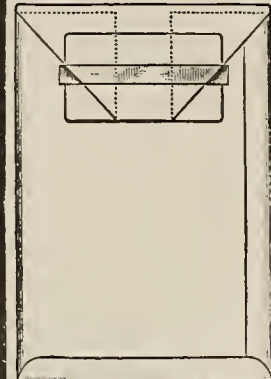
### ADVERTISE WISELY.

A journal that has had twenty years' acquaintance with the grain trade of the country is the one that brings results. If you wish to reach grain dealers advertise in the "American Elevator and Grain Trade."

### REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.



**Howe's Challenge**  
**Sample Envelope**  
FOR  
Grain, Flour, Seeds,  
Metals, Ores, Etc.

**WE USE** the best Rope and  
Jute Manilla that  
money can buy.

**ALWAYS BEST**

Satchel Bottomed Bags  
Export and Catalogue  
Envelopes.

**Howe Envelope Co. Ltd.**  
DETROIT, MICH.

## TO POULTRY RAISERS.

The Complete Poultry Manual is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents. Sent postpaid on receipt of price. Address

MITCHELL BROS. CO.,  
315 Dearborn Street, Chicago, Ill.

## ROOFING AND SIDING.

### The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,  
Corrugated Iron,  
Siding and Metal  
Ceiling.

SEND  
FOR CATALOGUE

### SYKES STEEL ROOFING CO.,

611 So. Morgan Street, CHICAGO.

### Makers of FIRE-PROOF WINDOWS.



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

**Corrugated Iron and  
Metal Roofing  
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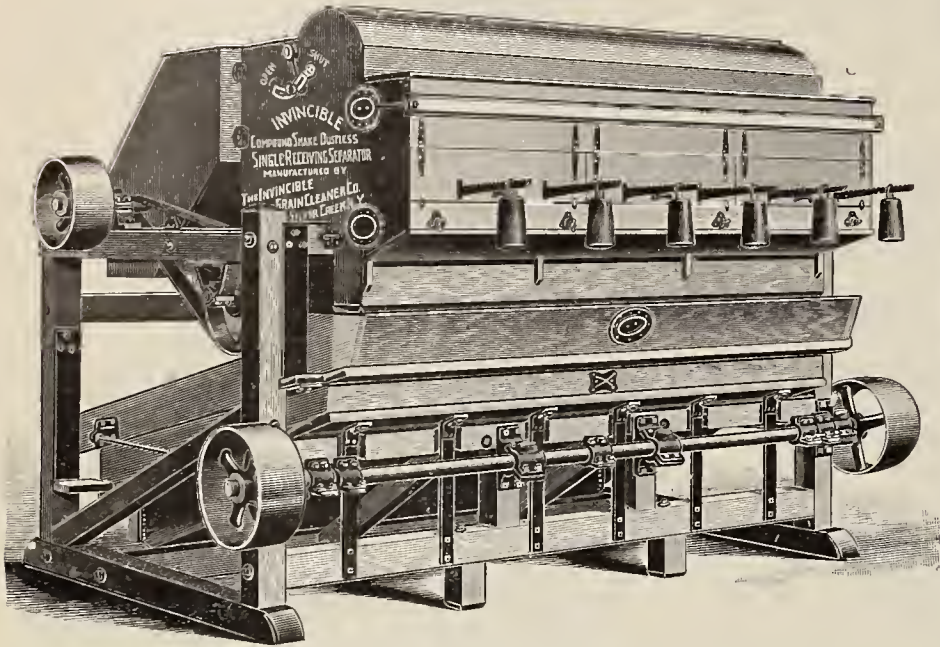
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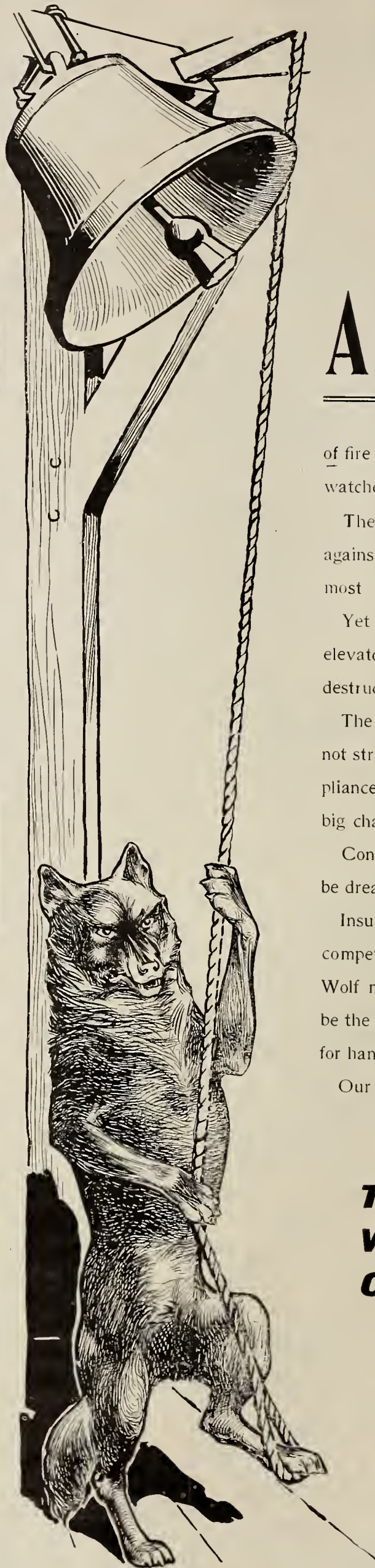


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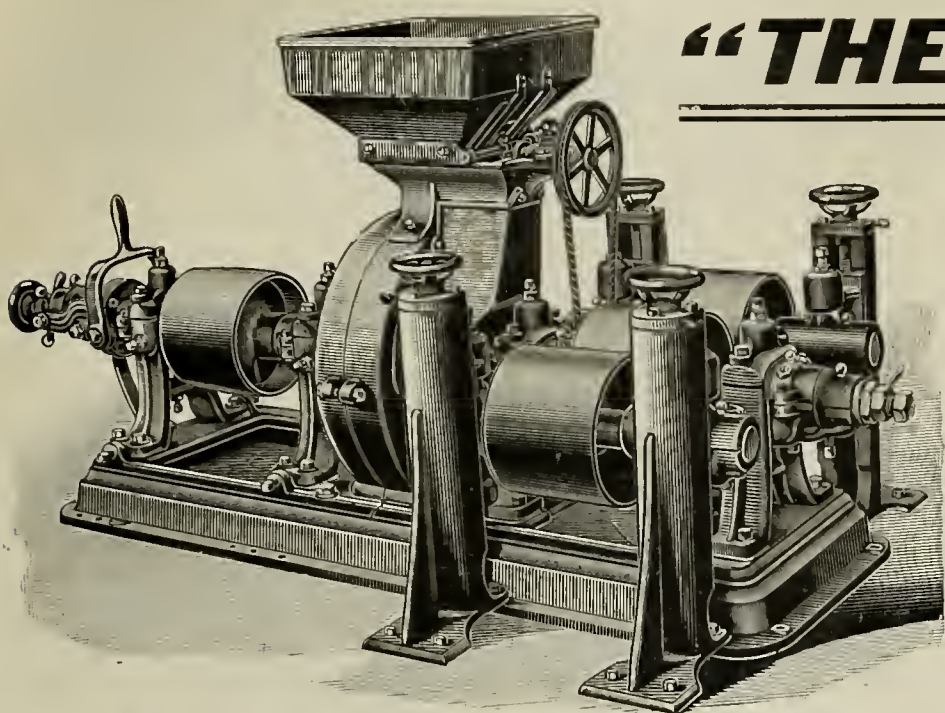
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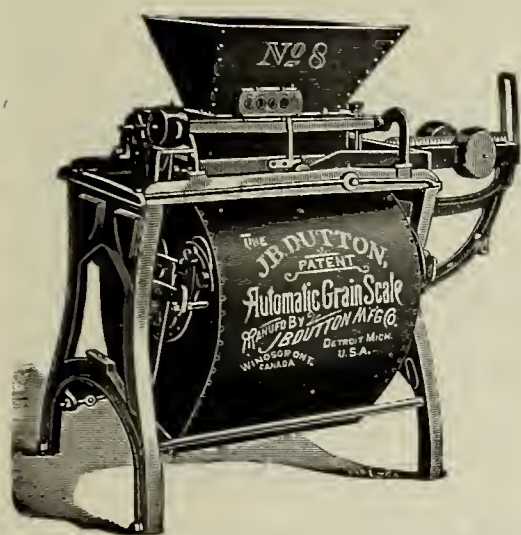
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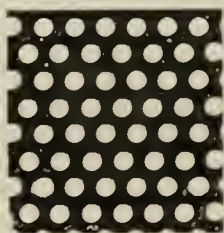
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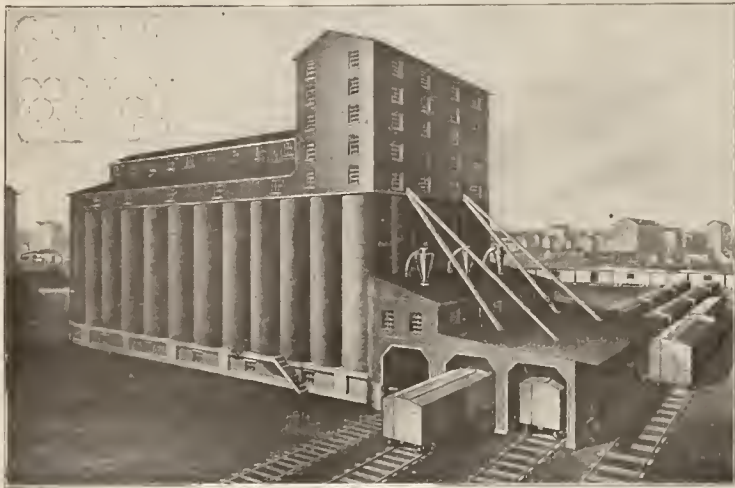
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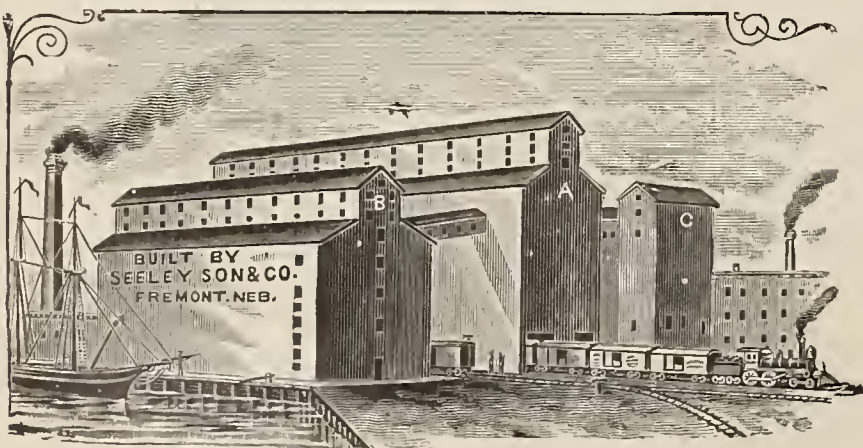
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EXCHANGE ELEVATOR CO., St. Louis Park, Minn.	150,000
MINNESOTA ELEVATOR CO., Wilno, Minn.	25,000
MINNESOTA ELEVATOR CO., Hendricks, Minn.	25,000
MINNESOTA ELEVATOR CO., Astoria, S. D.	25,000
EXCHANGE ELEVATOR CO., Bird Island, Minn.	20,000
SPALDING BROS., Wanda, Minn.	25,000
K. KREUGER, West Brook, Minn.	25,000
CROWN ELEVATOR CO., Batavia, Minn.	25,000
CROWN ELEVATOR CO., Hickson, N. D.	25,000
CROWN ELEVATOR CO., Selby, S. D.	25,000
SLEEPY EYE MILLING CO., Arcola, Minn.	20,000
SLEEPY EYE MILLING CO., Wilno, Minn.	20,000
SLEEPY EYE MILLING CO., Hendricks, Minn.	20,000
SLEEPY EYE MILLING CO., Astoria, S. D.	20,000
SLEEPY EYE MILLING CO., Morgan, Minn.	20,000
JENNISON BROS. & CO., Arcola, Minn.	20,000
JENNISON BROS. & CO., Hendricks, Minn.	20,000
SPRINGFIELD ROLLER MILL CO., Wilno, Minn.	20,000
DAVENPORT ELEVATOR CO., Casey, Ia.	20,000
MINNESOTA ELEVATOR CO., Triumph, Minn.	15,000

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BURLINGTON ELEVATOR, St. Louis, Mo.	1,300,000
UNION ELEVATOR, East St. Louis, Ill.	1,100,000
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J. R. BOOTH ELEVATOR, Parry Sound, Canada.	1,000,000
CHESAPEAKE & OHIO RAILWAY ELEVATOR, Newport News, Va.	1,000,000
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BURLINGTON ELEVATOR, Peoria, Ill.	500,000
CANADA ATLANTIC RAILWAY ELEVATOR, Cotcan Landing, Que- bec.	500,000
HALLIDAY ELEVATOR CO.'S ELEVATOR, Cairo, Ill.	500,000
CLEVELAND GRAIN CO.'S ELEVATOR, Sheldon, Ill.	400,000
PERE MARQUETTE RAILROAD CO.'S TRANSFER ELEVATOR, Ludington, Mich.	150,000
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ERIE RAILROAD TRANSFER & CLIPPING ELEVATOR, Chicago, Ill.	100,000
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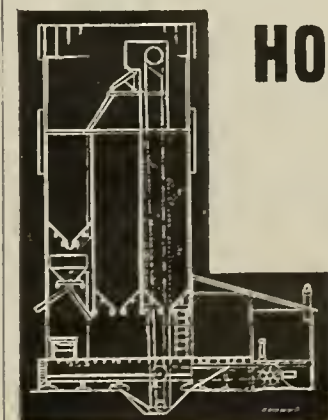
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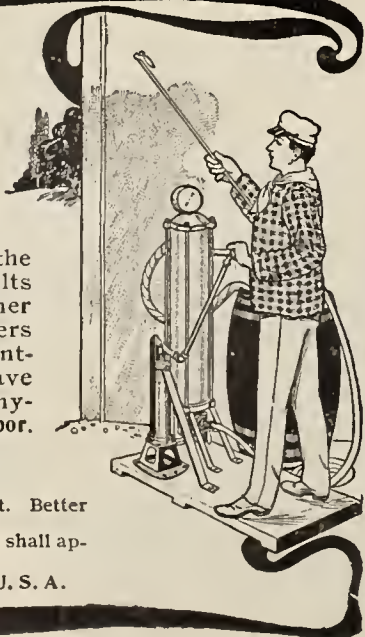
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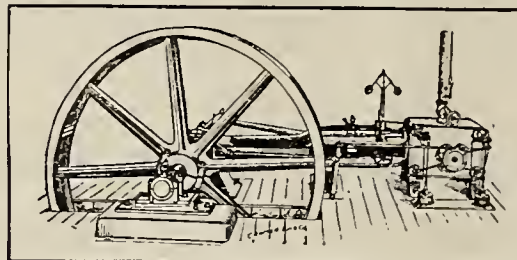


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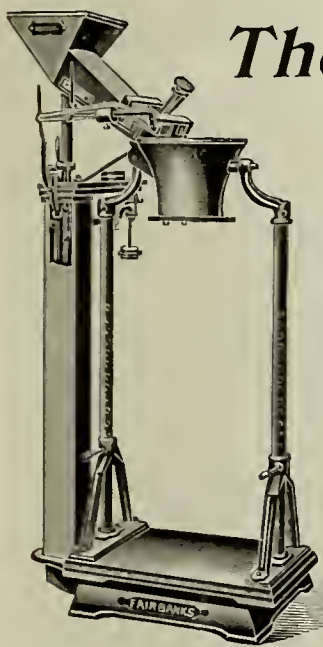
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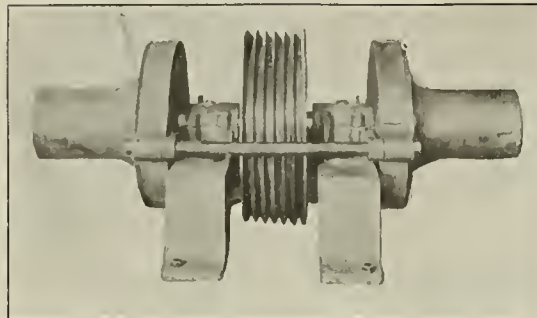
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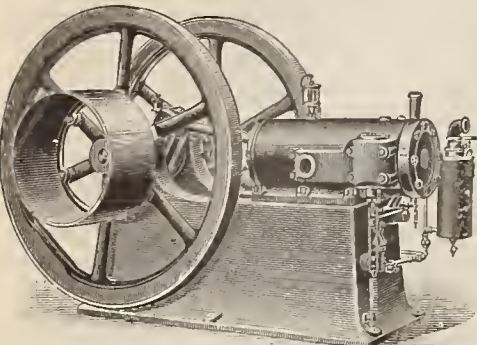
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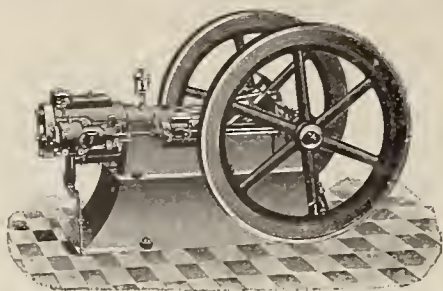


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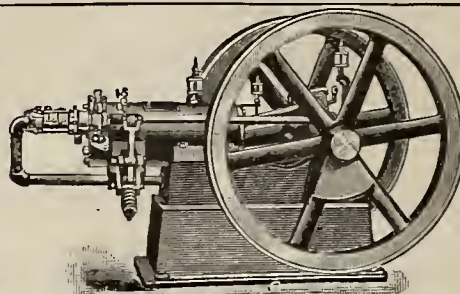
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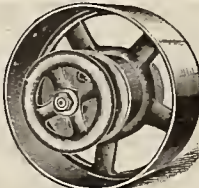
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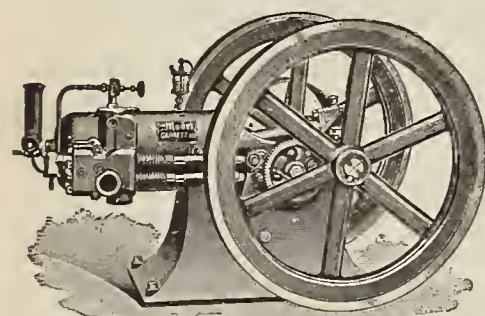
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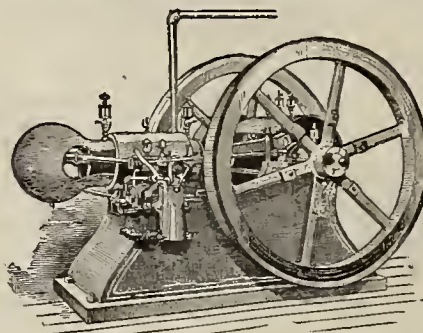


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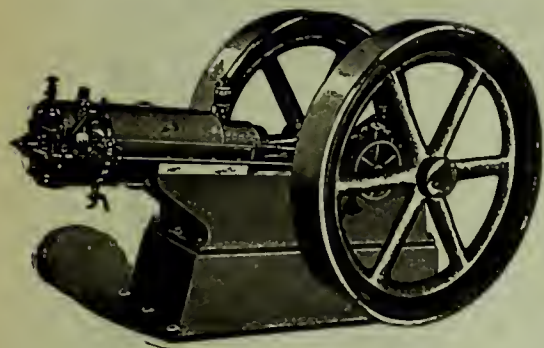
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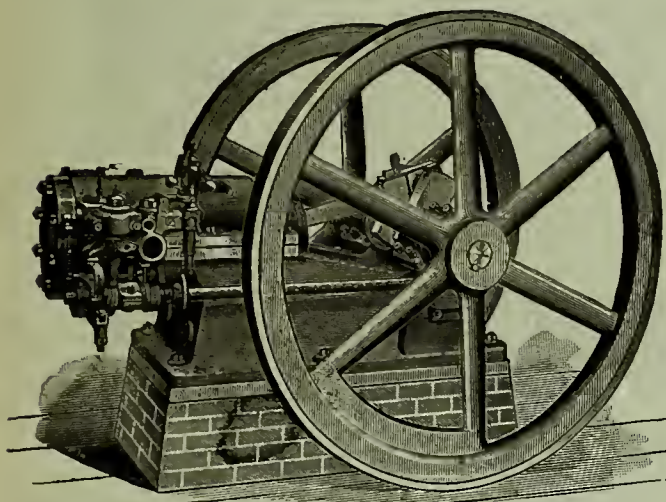
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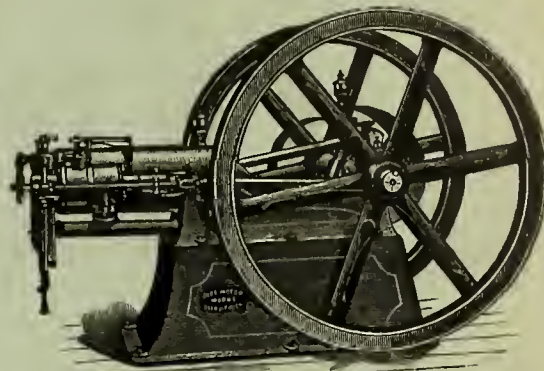
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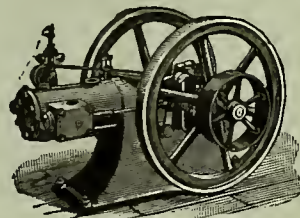
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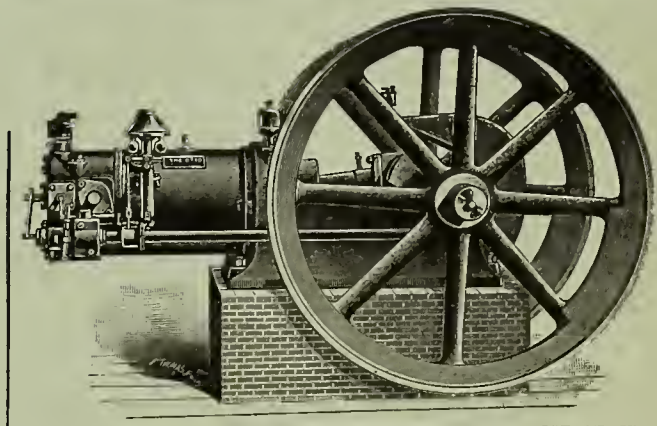
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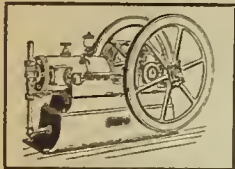
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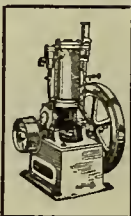


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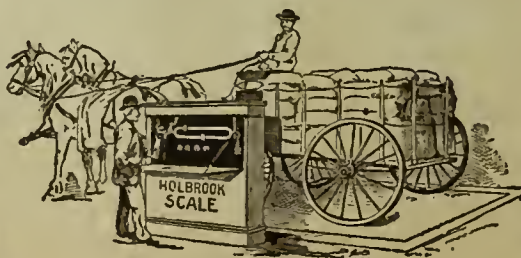
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